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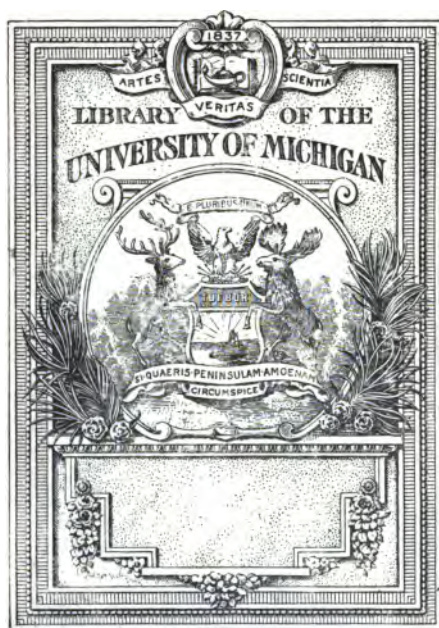


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EPISODES FROM SOUTHEY'S
LIFE OF NELSON





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English Literature for Secondary Schools

General Editor:—J. H. FOWLER, M.A.

**EPISODES FROM SOUTHEY'S
LIFE OF NELSON**



Episodes from Southey's Life of Nelson

Edited by

C. H. Spence, M.A.

Head of the Modern Side, Clifton College

In freta dum fluvii current, dum montibus umbrae
Lustrabunt convexa, polus dum sidera pascet,
Semper honos nomenque tuum laudesque manebunt.

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INTRODUCTION.

Thine island loves thee well, thou famous man,
The greatest sailor since our world began.

Mighty Seaman, tender and true,
And pure as he from taint of craven guile,
O saviour of the silver-coasted isle,
O shaker of the Baltic and the Nile.

TENNYSON, *Ode on the Death of the Duke of Wellington*.

"THERE is but one Nelson": such are the words of Lord St. Vincent. There have been many brave and patriotic Englishmen, great kings, great admirals, and great generals, but we do not feel about them, as we feel about Nelson. Henry the Fifth, and Edward the First, Hawke and Rodney and Marlborough are names, honoured and famous indeed, but to most of us names only.

The tumult and the shouting dies—
The captains and the kings depart:

but Nelson lives, an abiding memory, for all Englishmen: immortalized by their love and gratitude. Rightly to understand this gratitude and love, we must endeavour to comprehend what Nelson did, and what Nelson was. What Nelson did for England is told us by Tennyson: he is the saviour of this silver-coasted isle. Napoleon at the head of his invincible armies entered every great capital of Europe from Moscow to Madrid. Why did he never enter London? If he had landed 200,000 men

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upon our coasts, where was the captain who could have resisted him? Macaulay gives us the answer, when he says: "The influence of the French Conqueror never extended beyond low-water mark. The narrowest strait was to his power what it was of old believed that a running stream was to the sorceries of a witch. While his army entered every metropolis from Moscow to Lisbon, the English fleets blockaded every port from Dantzic to Trieste. Sicily, Sardinia, Majorca, Guernsey, enjoyed security through the whole course of a war which endangered every throne on the continent."¹ The flight of Napoleon's victorious eagles was indeed unchecked from Niemen to Cadiz: but meantime our storm-battered warships, which the Grand Army never beheld with their eyes, kept their silent and sleepless watch off Brest and Toulon, and prevented Napoleon from making himself master of the world.

Nelson's great period lasts for little more than twelve years: from the 7th February, 1793, when he hoisted his pennant in the *Agamemnon*, until 21st October, 1805, when he fell wounded to death on the quarter-deck of the *Victory*. During these years he was, to use the phrase of Captain Mahan, "the embodiment of the sea-power of Great Britain." During these years he resisted the aggressive spirit of the French Republic and of Napoleon. Again and again he foiled the schemes of England's enemies, at Cape St. Vincent, at the Nile, Copenhagen, Trafalgar. Even in his death he triumphed over his great antagonist. The Battle of Trafalgar led to the Berlin Decrees, to Napoleon's entanglement in Spain, to Moscow and to Waterloo. Victory came at last after more than twenty weary years of war, and England owed her salvation to Nelson.

And what was Nelson as a fighter, a seaman, and a man? With what justice does Tennyson call him, "The greatest

¹ Macaulay, *Essay on the War of the Succession in Spain*.

sailor since our world began"? In Nelson absolute fearlessness and the most desperate gallantry were allied with marvellous power of thought and scientific knowledge of his profession. He was not only a fighter but a student and a thinker. "That island of England," says one of Shakespeare's Frenchmen, "breeds very valiant creatures; their mastiffs are of unmatchable courage . . . and the men do sympathize with the mastiffs in robustious and rough coming on."¹ England never bred a more valiant creature than Nelson. But something besides valour is needed by a great Admiral or General: although "The English," as Carlyle says, "have a notion that Generalship is not wanted; that War is not an Art, as playing Chess is, as finding the Longitude, and doing the Differential Calculus are (and a much deeper Art than any of these); that War is taught by Nature as eating is; that courageous soldiers, led on by a courageous Wooden Pole with Cocked-hat on it will do very well."² Nelson did not hold this view. All his life he studied his profession; read and pondered on problems of naval strategy and tactics.³ He formed his plans with careful consideration and deep thought; explained them to his officers, and inspired them with his ideas: and then, when the moment of action came, carried them out with unwavering and relentless resolution. "No man," says Captain Mahan, "was ever better served by the inspiration of the moment; no man ever counted on it less." We are apt to forget the intellectual side of Nelson, and remember only such famous orders as "Sink, burn, and destroy," "Engage the enemy more closely," "A captain cannot go far wrong if he lay his ship yard-arm to yard-arm with

¹ *Hen. V.* III. vii. 150.

² *Frederick the Great*, iv. Book XI. c. vi.

³ Strategy deals with the planning of a campaign: tactics with the management of a battle. "The essence of strategy being forethought, the essence of tactics is surprise," is the sage remark of Mr. Emanuel Pycroft in Mr. Kipling's *Traffics and Discoveries*.

SOUTHEY.

ROBERT SOUTHEY was born in Wine street, Bristol, 1774, and died in Keswick 1843. He was a very distinguished man of letters, and an extremely good and high-minded man, honourable, industrious, of simple life and kindly heart. He was the friend of Wordsworth, Coleridge and Sir Walter Scott. He wrote many long poems, and histories and biographies, and much in the *Quarterly Review*; he was Poet Laureate. Of his numerous writings, those which are now best known are two poems, "After Blenheim" and "The Scholar," and the *Life of Nelson*, published in 1813.

It is difficult to over-praise the *Life of Nelson*. It is—to use the words of Sir Humphrey Davy—"an immortal monument raised by genius to valour." Even Macaulay, who differed from Southey in politics, and attacked him in a very spiteful Essay, admits its charm. "The best eulogy of Nelson," Southey says himself, "is the faithful history of his actions: the best history that which shall relate them most perspicuously": and the book proves the truth of his remark. Southey's style in this book has many merits, and few defects: it is clear, vigorous, natural. Southey, here at least, is never dull, monotonous, careless or affected: and the book closes with an immortal passage, whose sublimity and noble music have rarely been equalled in the English tongue.

I.

NELSON'S BOYHOOD.

HORATIO NELSON was born Sept. 29, 1758, in the village of Burnham Thorpe in Norfolk, of which his father was rector. His mother, Catherine Suckling, was related to the celebrated statesman, Sir Robert Walpole, and her brother, Captain Maurice Suckling, had great influence in the Navy. On her death Captain Suckling promised to take care of one of her boys.

THREE years afterwards, when Horatio was only twelve years of age, being at home during the Christmas holidays, he read in the county newspaper that his uncle was appointed to the ¹⁰ *Raisonnable*, of sixty-four guns. "Do, William," said he to a brother who was a year and a half older than himself, "write to my father, and tell him that I should like to go to sea with uncle Maurice." Mr. Nelson was then at Bath, whither he had gone for the recovery of his health: his circumstances were straitened, and he had no prospect of ever seeing them bettered: he knew that it was the wish of providing for himself by ²⁰ which Horatio was chiefly actuated; and did not

oppose his resolution: he understood also the boy's character, and had always said, that, in whatever station he might be placed, he would climb, if possible, to the very top of the tree. Accordingly Capt. Suckling was written to. "What," said he in his answer, "has poor Horatio done, who is so weak, that he, above all the rest, should be sent to rough it out at sea?—But let him come; and the first time we go into action, a
 10 cannon ball may knock off his head, and provide for him at once."

It is manifest from these words, that Horatio was not the boy whom his uncle would have chosen to bring up in his own profession. He was never of a strong body; and the ague, which at that time was one of the most common diseases in England, had greatly reduced 'his strength; yet he had already given proofs of that resolute heart and nobleness of mind, which, during his whole career
 20 of labour and of glory, so eminently distinguished him. When a mere child, he strayed a bird's-nesting from his grandmother's house in company with a cow-boy: the dinner hour elapsed; he was absent, and could not be found; and the alarm of the family became very great, for they apprehended that he might have been carried off by gipsies. At length, after search had been made for him in various directions, he was discovered alone, sitting composedly by the side of
 30 a brook which he could not get over. "I wonder, child," said the old lady when she saw him,

"that hunger and fear did not drive you home."—"Fear! grandmamma," replied the future hero, "I never saw fear:—What is it?" Once, after the winter holidays, when he and his brother William had set off on horseback to return to school, they came back, because there had been a fall of snow; and William, who did not much like the journey, said it was too deep for them to venture on. "If that be the case," said the father, "you certainly shall not go; but make another attempt, and I will leave it to your honour. If the road is dangerous, you may return: but remember, boys, I leave it to your honour!" The snow was deep enough to have afforded them a reasonable excuse; but Horatio was not to be prevailed upon to turn back. "We must go on," said he: "remember, brother, it was left to our honour!"—There were some fine pears growing in the schoolmaster's garden, which the boys regarded as lawful booty, and in the highest degree tempting; but the boldest among them were afraid to venture for the prize. Horatio volunteered upon this service: he was lowered down at night from the bedroom window by some sheets, plundered the tree, was drawn up with the sheets, and then distributed them among his schoolfellows without reserving any for himself.—"He only took them," he said, "because every other boy was afraid."

Early on a cold and dark spring morning Mr. 30 Nelson's servant arrived at this school, at North

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Walsham, with the expected summons for Horatio to join his ship. The parting from his brother William, who had been for so many years his playmate and bed-fellow, was a painful effort, and was the beginning of those privations which are the sailor's lot through life. He accompanied his father to London. The Raisonnable was lying in the Medway. He was put into the Chatham stage, and on its arrival was set down
10 with the rest of the passengers, and left to find his way on board as he could. After wandering about in the cold, without being able to reach the ship, an officer observed the forlorn appearance of the boy, questioned him, and, happening to be acquainted with his uncle, took him home and gave him some refreshments.—When he got on board, Capt. Suckling was not in the ship, nor had any person been apprized of the boy's coming. He paced the deck the whole remainder
20 of the day, without being noticed by any one; — and it was not till the second day that somebody, as he expressed it, "took compassion on him." The pain which is felt when we are first transplanted from our native soil, when the living branch is cut from the parent tree,—is one of the most poignant which we have to endure through life. There are after griefs which wound more deeply, which leave behind them scars never to be effaced, which bruise the spirit, and sometimes
30 break the heart: but never do we feel so keenly the want of love, the necessity of being loved, and

the sense of utter desertion, as when we first leave the haven of home, and are, as it were, pushed off upon the stream of life. Added to these feelings, the sea-boy has to endure physical hardships, and the privation of every comfort, even of sleep. Nelson had a feeble body and an affectionate heart, and he remembered through life his first days of wretchedness in the service.

After serving in the *Raisonné*, and the *Triumph*, and making a voyage to the West Indies in a merchant ship, ¹⁰ he sailed, at the age of 14, in the *Carcass* (in company with the *Racehorse*) on a voyage of discovery to the North Pole. In this expedition he had the following adventures.

Young as he was, Nelson was appointed to command one of the boats which were sent out to explore a passage into the open water. It was the means of saving a boat belonging to the *Racehorse* from a singular but imminent danger. Some of the officers had fired at and wounded ²⁰ a walrus. As no other animal has so human-like an expression in its countenance, so also is there none that seems to possess more of the passions of humanity. The wounded animal dived immediately, and brought up a number of its companions; and they all joined in an attack upon the boat. They wrested an oar from one of the men; and it was with the utmost difficulty that the crew could prevent them from staving or upsetting her, till the *Carcass's* boat came up; ³⁰

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and the walruses, finding their enemies thus reinforced, dispersed. Young Nelson exposed himself in a more daring manner. One night, during the mid-watch, he stole from the ship with one of his comrades, taking advantage of a rising fog, and set off over the ice in pursuit of a bear. It was not long before they were missed. The fog thickened, and Capt. Lutwidge and his officers became exceedingly alarmed for their
10 safety. Between three and four in the morning the weather cleared, and the two adventurers were seen, at a considerable distance from the ship, attacking a huge bear. The signal for them to return was immediately made: Nelson's comrade called upon him to obey it, but in vain; his musket had flashed in the pan; their ammunition was expended; and a chasm in the ice, which divided him from the bear, probably preserved his life. "Never mind," he cried; "do
20 but let me get a blow at this devil with the butt-end of my musket, and we shall have him." Capt. Lutwidge, however, seeing his danger, fired a gun, which had the desired effect of frightening the beast; and the boy then returned, somewhat afraid of the consequences of his trespass. The captain reprimanded him sternly for conduct so unworthy of the office which he filled, and desired to know what motive he could have for hunting a bear. "Sir," said he, pouting his lip, as he was
30 wont to do when agitated, "I wished to kill the bear, that I might carry the skin to my father."

II.

BATTLE OF THE NILE.

THE Arctic expedition above described was made in 1773. For the next fourteen years Nelson served in many seas, in India, in the North Sea and the Baltic, in Newfoundland waters and the Saint Lawrence, and most of all in the West Indies, the Spanish Main and Central America. In 1779, when not quite twenty-one, he was made a post-captain: he became a rear admiral when he was thirty-eight. When the French Republic declared war against Great Britain, he was appointed to the *Agamemnon*. In this war he served in the Mediterranean, and soon became famous. He distinguished himself at Calvi in Corsica, where he lost his right eye. Under Sir John Jervis he contributed largely to the great victory off Cape S. Vincent over the combined fleets of France and Spain on S. Valentine's day, 1797. In this action in *The Captain*, a 74, he boarded first a Spanish ship of 80 guns, and then one of 112 guns. He was unsuccessful in an attack on Santa Cruz in the Island of Teneriffe, and lost his right arm.

Early in 1798 the English Government learned that Napoleon was planning some great expedition from Toulon, but they were ignorant of its destination. Nelson was ordered to watch Toulon, but the French succeeded in escaping him, and in putting to sea. He then

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endeavoured to find the French fleet, and destroy it ; at last, on the 1st August, he discovered them anchored in Aboukir Bay, near Alexandria.

ON the 1st of August, about ten in the morning, they came in sight of Alexandria ; the port had been vacant and solitary when they saw it last ; it was now crowded with ships ; and they perceived with exultation, that the tri-coloured flag was flying upon the walls. At four in the afternoon, Captain Hood, in the Zealous, made the signal for the enemy's fleet. For many preceding days Nelson had hardly taken either sleep or food : he now ordered his dinner to be served, while preparations were making for battle ; and when his officers rose from table, and went to their separate stations, he said to them, " Before this time to-morrow I shall have gained a peerage, or Westminster Abbey."

The French, steering direct for Candia, had made an angular passage for Alexandria ; whereas Nelson, in pursuit of them, made straight for that place, and thus materially shortened the distance. The comparative smallness of his force made it necessary to sail in close order, and it covered less space than it would have done if the frigates had been with him : the weather also was constantly hazy. These circumstances prevented the English from discovering the enemy on the way to Egypt, though it appeared, upon examining the journals of the French officers taken in the action,

that the two fleets must actually have crossed on the night of the twenty-second of June. During the return to Syracuse, the chances of falling in with them were fewer.

Why Buonaparte, having effected his landing, should not have suffered the fleet to return, has never yet been explained. Thus much is certain, that it was detained by his command; though, with his accustomed falsehood, he accused Admiral Brueys, after that officer's death, of having lingered 10 on the coast, contrary to orders. The French fleet arrived at Alexandria on the 1st of July; and Brueys, not being able to enter the port, which time and neglect had ruined, moored his ships in Aboukir Bay, in a strong and compact line of battle; the headmost vessel, according to his own account, being as close as possible to a shoal on the N.W., and the rest of the fleet forming a kind of curve along the line of deep water, so as not to be turned by any means in 20 the S.W. By Buonaparte's desire he had offered a reward of 10,000 livres to any pilot of the country, who would carry the squadron in; but none could be found who would venture to take charge of a single vessel drawing more than twenty feet. He had therefore made the best of his situation, and chosen the strongest position which he could possibly take in an open road. The commissary of the fleet said, they were moored in such a manner as to bid defiance to 30 a force more than double their own. This

presumption could not then be thought unreasonable. Admiral Barrington, when moored in a similar manner off S. Lucia, in the year 1778, beat off the Comte d'Estaing in three several attacks, though his force was inferior by almost one third to that which assailed it. Here, the advantage of numbers, both in ships, guns, and men, was in favour of the French. They had thirteen ships of the line and four frigates, carrying eleven hundred
 10 and ninety-six guns, and eleven thousand two hundred and thirty men. The English had the same number of ships of the line, and one fifty gun ship, carrying ten hundred and twelve guns, and eight thousand and sixty-eight men. The English ships were all seventy-fours: the French had three eighty gun ships, and one three-decker of one hundred and twenty.

During the whole pursuit it had been Nelson's practice, whenever circumstances would permit, to
 20 have his captains on board the Vanguard, and explain to them his own ideas of the different and best modes of attack, and such plans as he proposed to execute, on falling in with the enemy, whatever their situation might be. There is no possible position, it is said, which he did not take into calculation. His officers were thus fully acquainted with his principles of tactics: and such was his confidence in their abilities, that the only thing determined upon, in case they
 30 should find the French at anchor, was for the ships to form as most convenient for their mutual

support, and to anchor by the stern. "First gain the victory," he said, "and then make the best use of it you can." The moment he perceived the position of the French, that intuitive genius with which Nelson was endowed displayed itself: and it instantly struck him, that where there was room for an enemy's ship to swing, there was room for one of ours to anchor. The plan which he intended to pursue, therefore, was to keep entirely on the outer side of the French line, and to station his ships, as far as he was able, one on the outer bow, and another on the outer quarter, of each of the enemy's. Captain Berry, when he comprehended the scope of the design, exclaimed with transport, "If we succeed, what will the world say!"—"There is no *if* in the case," replied the admiral: "that we shall succeed is certain: who may live to tell the story is a very different question."

As the squadron advanced, they were assailed by a shower of shot and shells from the batteries on the island, and the enemy opened a steady fire from the starboard side of their whole line, within half gun shot distance, full into the bows of our van ships. It was received in silence: the men on board every ship were employed aloft in furling sails, and below in tending the braces, and making ready for anchoring. A miserable sight for the French; who, with all their skill, and all their courage, and all their advantages of numbers and situation, were upon that element, on which, when

the hour of trial comes, a Frenchman has no hope. Admiral Brueys was a brave and able man ; yet the indelible character of his country broke out in one of his letters, wherein he delivered it as his private opinion, that the English had missed him, because, not being superior in force, they did not think it prudent to try their strength with him.—The moment was now come in which he was to be undeceived.

- 10 ~~X~~ A French brig was instructed to decoy the English, by manœuvring so as to tempt them toward a shoal lying off the island of Bekier ; but Nelson either knew the danger, or suspected some deceit ; and the lure was unsuccessful. Capt. Foley led the way in the *Goliath*, out-sailing the *Zealous*, which for some minutes disputed this post of honour with him. ~~X~~ He had long conceived that if the enemy were moored in line of battle in with the land, the best plan of attack would be, to
- 20 lead between them and the shore, because the French guns on that side were ~~not~~ likely to be manned, nor even ready for action. Intending, therefore, to fix himself on the inner bow of the *Guerrier*, he kept as near the edge of the bank as the depth of water would admit ~~X~~ but his anchor hung, and having opened his fire, he drifted to the second ship, the *Conquérant*, before it was clear ; then anchored by the stern, inside of her, and in ten minutes shot away her mast. Hood,
- 30 in the *Zealous*, perceiving this, took the station which the *Goliath* intended to have occupied, and

Totally disabled the *Guerrier* in twelve minutes. The third ship which doubled the enemy's van was the *Orion*, Sir J. Saumarez ; she passed to windward of the *Zealous*, and opened her larboard guns as long as they bore on the *Guerrier* ; then passing inside the *Goliath*, sunk a frigate which annoyed her, hauled round toward the French line, and anchoring inside, Between the fifth and sixth ships from the *Guerrier*, took her station on the larboard bow of the *Franklin*, and the quarter 10 of the *Peuple Souverain*, receiving and returning the fire of both. The sun was now nearly down. The *Audacious*, Capt. Gould, pouring a heavy fire into the *Guerrier* and the *Conquérant*, fixed herself on the larboard bow of the latter ; and when that ship struck, passed on to the *Peuple Souverain*. The *Theseus*, Capt. Miller, followed, brought down the *Guerrier's* remaining main and mizen masts, then anchored inside of the *Spartiate*, the third in the French line.

20

While these advanced ships doubled the French line, the *Vanguard* was the first that anchored on the outer side of the enemy, within half-pistol shot of their third ship, the *Spartiate*. Nelson had six colours flying in different parts of his rigging, lest they should be shot away ;—that they should be struck, no British admiral considers as a possibility. He veered half a cable, and instantly opened a tremendous fire ; under cover of which the other four ships of his division, the *Minotaur*, 30 *Bellerophon*, *Defence*, and *Majestic*, sailed on

ahead of the admiral. In a few minutes, every man stationed at the first six guns in the fore part of the Vanguard's deck was killed or wounded : these guns were three times cleared. Capt. Louis, in the *Minotaur*, anchored just ahead, and took off the fire of the *Aquilon*, the fourth in the enemy's line. The *Bellerophon*, Capt. Darby, passed ahead, and dropt her stern anchor on the starboard bow of the *Orient*, seventh in the line,

10 Brueys' own ship, of one hundred and twenty guns, whose difference of force was in proportion of more than seven to three, and whose weight of ball, from the lower deck alone, exceeded that from the whole broadside of the *Bellerophon*. Capt. Peyton, in the *Defence*, took his station ahead of the *Minotaur*, and engaged the *Franklin*, the sixth in the line ; by which judicious movement the British line remained unbroken. The *Majestic*, Capt. Westcott, got entangled with the

20 main rigging of one of the French ships astern of the *Orient*, and suffered dreadfully from that three-decker's fire ; but she swung clear, and closely engaging the *Heureux*, the ninth ship on the starboard bow, received also the fire of the *Tonnant*, which was the eighth in the line. The other four ships of the British squadron, having been detached previous to the discovery of the French, were at a considerable distance when the action began. It commenced at half after six ; about

30 seven, night closed, and there was no other light than that from the fire of the contending fleets.

⚓Trowbridge, in the Culloden, then foremost of the remaining ships, was two leagues astern. He came on sounding, as the others had done ; as he advanced, the increasing darkness increased the difficulty of the navigation ; and suddenly, after having found eleven fathoms water, before the lead could be hove again he was fast aground ; nor could all his own exertions, joined to those of the *Leander* and the *Mutine brig*, which came to his assistance, get him off in time to bear a part ¹⁰ in the action. His ship, however, served as a beacon to the *Alexander* and *Swiftsure*, which would else, from the course which they were holding, have gone considerably farther on the reef, and must inevitably have been lost. These ships entered the bay, and took their stations, in the darkness, in a manner still spoken of with admiration by all who remember it. Capt. Hallowell, in the *Swiftsure*, as he was bearing down, fell in with what seemed to be a strange sail ; Nelson had ²⁰ directed his ships to hoist four lights horizontally at the mizen peak, as soon as it became dark ; and this vessel had no such distinction. Hallowell, however, with great judgment, ordered his men not to fire ; if she was an enemy, he said, she was in too disabled a state to escape ; but, from her sails being loose, and the way in which her head was, it was probable she might be an English ship. / It was the *Bellerophon*, overpowered by the huge *Orient* : her lights had gone overboard, ³⁰ nearly two hundred of her crew were killed or

wounded, all her masts and cables had been shot away; and she was drifting out of the line, toward the leeseide of the bay. Her station, at this important time, was occupied by the *Swiftsure*, which opened a steady fire on the quarter of the *Franklin* and the bows of the French admiral. At the same instant, Capt. Ball, with the *Alexander*, passed under his stern, and anchored within side on his larboard quarter, raking him, and keeping
 10 up a severe fire of musketry upon his decks. The last ship which arrived to complete the destruction of the enemy was the *Leander*. Capt. Thompson, finding that nothing could be done that night to get off the *Culloden*, advanced with the intention of anchoring athwart-hawse of the *Orient*. The *Franklin* was so near her ahead, that there was not room for him to pass clear of the two; he therefore took his station athwart-hawse of the latter, in such a position as to rake both.

20 ↘ The two first ships of the French line had been dismasted within a quarter of an hour after the commencement of the action; and the others had in that time suffered so severely, that victory was already certain. The third, fourth, and fifth were taken possession of at half past eight. Meantime Nelson received a severe wound on the head from a piece of langridge shot. Capt. Berry caught him in his arms as he was falling. The great effusion of blood occasioned an apprehension that
 30 the wound was mortal: Nelson himself thought so: a large flap of the skin of the forehead, cut

from the bone, had fallen over one eye: and the other being blind, he was in total darkness. When he was carried down, the surgeon,—in the midst of a scene scarcely to be conceived by those who have never seen a cockpit in time of action, and the heroism which is displayed amid its horrors,—with a natural and pardonable eagerness, quitted the poor fellow then under his hands, that he might instantly attend the admiral. “No!” said Nelson, “I will take my turn with my brave fellows.” Nor would he suffer his own wound to be examined till every man who had been previously wounded was properly attended to. Fully believing that the wound was mortal, and that he was about to die, as he had ever desired, in battle and in victory, he called the chaplain, and desired him to deliver what he supposed to be his dying remembrance to Lady Nelson: he then sent for Capt. Louis on board from the *Minotaur*, that he might thank him personally for the great assistance which he had rendered to the *Vanguard*: and ever mindful of those who deserved to be his friends, appointed Capt. Hardy from the brig to the command of his own ship, Capt. Berry having to go home with the news of the victory. When the surgeon came in due time to examine his wound (for it was in vain to entreat him to let it be examined sooner), the most anxious silence prevailed; and the joy of the wounded men, and of the whole crew, when they heard that the hurt was merely superficial, gave Nelson deeper pleasure,

than the unexpected assurance that his life was in no danger. The surgeon requested, and as far as he could, ordered him to remain quiet : but Nelson could not rest. He called for his secretary, Mr. Campbell, to write the despatches. Campbell had himself been wounded ; and was so affected at the blind and suffering state of the admiral, that he was unable to write. The chaplain was then sent for ; but, before he came, Nelson, with his
 10 characteristic eagerness, took the pen, and contrived to trace a few words, marking his devout sense of the success which had already been obtained. He was now left alone ; when suddenly a cry was heard on the deck, that the *Orient* was on fire. In the confusion he found his way up, unassisted and unnoticed ; and, to the astonishment of every one, appeared on the quarter-deck, where ~~he~~ immediately gave order that the boats should be sent to the relief of the enemy.

20 It was soon after nine that the fire on board the *Orient* broke out. Brueys was dead : he had received three wounds, yet would not leave his post : a fourth cut him almost in two. He desired not to be carried below, but to be left to die upon deck. The flames soon mastered his ship. Her sides had just been painted ; and the oil-jars, and paint-buckets, were lying on the poop. By the prodigious light of this conflagration, the situation of the two fleets could now
 30 be perceived, the colours of both being clearly distinguishable. About ten o'clock the ship blew

up, with a shock which was felt to the very bottom of every vessel. Many of her officers and men jumped overboard, some clinging to the spars and pieces of wreck with which the sea was strewn, others swimming to escape from the destruction which they momentarily dreaded. Some were picked up by our boats; and some even in the heat and fury of the action were dragged into the lower ports of the nearest British ships by the British sailors. The greater part of her crew, however, stood the danger till the last, and continued to fire from the lower deck. This tremendous explosion was followed by a silence not less awful: the firing immediately ceased on both sides; and the first sound which broke the silence, was the dash of her shattered masts and yards, falling into the water from the vast height to which they had been exploded. It is upon record, that a battle between two armies was once broken off by an earthquake:—such an event would be felt like a miracle; but no incident in war, produced by human means, has ever equalled the sublimity of this co-instantaneous pause, and all its circumstances.

About seventy of the *Orient's* crew were saved by the English boats. Among the many hundreds who perished, were the Commodore Casa-Bianca, and his son, a brave boy, only ten years old. They were seen floating on a shattered mast when the ship blew up. She had money on board (the plunder of Malta) to the amount of

£600,000 sterling. The masses of burning wreck, which were scattered by the explosion, excited for some moments apprehensions in the English which they had never felt from any other danger. Two large pieces fell into the main and fore-tops of the *Swiftsure* without injuring any person. A port fire also fell into the main-royal of the *Alexander*; the fire which it occasioned was speedily extinguished. Capt.
 10 Ball had provided, as far as human foresight could provide, against any such danger. All the shrouds and sails of his ship, not absolutely necessary for its immediate management, were thoroughly wetted, and so rolled up, that they were as hard and as little inflammable as so many solid cylinders.

At the firing recommenced with the ships to leeward of the centre, and continued till about three. At daybreak, the *Guillaume Tell* and the
 20 *Généreux*, the two rear ships of the enemy, were the only French ships of the line which had their colours flying: they cut their cables in the forenoon, not having been engaged, and stood out to sea, and two frigates with them. The *Zealous* pursued; but as there was no other ship in a condition to support Capt. Hood, he was recalled. It was generally believed by the officers, that if
 Nelson had not been wounded, not one of these ships could have escaped: the four certainly could
 30 not, if the *Culloden* had got into action: and if the frigates belonging to the squadron had been

present, not one of the enemy's fleet would have left Aboukir Bay. These four vessels, however, were all that escaped; and the victory was the most complete and glorious in the annals of naval history.

"Victory," said Nelson, "is not a name strong enough for such a scene;" he called it a conquest.

Of thirteen sail of the line nine were taken and two burnt: of the four frigates one was sunk, another, the *Artemise*, was burnt in a villanous manner by her captain, M. Estandlet, who having fired a broadside at the *Theseus*, struck his colours, then set fire to the ship, and escaped with most of his crew to shore. The British loss, in killed and wounded, amounted to eight hundred and ninety-five. Westcott was the only captain who fell; three thousand one hundred and five of the French, including the wounded, were sent on shore by cartel, and five thousand two hundred and twenty-five perished.

As soon as the conquest was completed, Nelson sent orders through the fleet, to return thanksgiving in every ship for the victory with which Almighty God had blessed his majesty's arms. The French at Rosetta, who with miserable fear beheld the engagement, were at a loss to understand the stillness of the fleet during the performance of this solemn duty; but it seemed to affect many of the prisoners, officers as well as men: and graceless and godless as the officers were, some of them remarked, that it was no wonder such order was preserved in the British

navy, when the minds of our men could be
 impressed with such sentiments after so great a
 victory, and at a moment of such confusion.—The
 French at Rosetta, seeing their four ships sail
 out of the bay unmolested, endeavoured to
 persuade themselves that they were in possession
 of the place of battle. But it was in vain thus to
 attempt, against their own secret and certain
 conviction, to deceive themselves: and even if
 10 they could have succeeded in this, the bonfires
 which the Arabs kindled along the whole coast,
 and over the country, for the three following
 nights, would soon have undeceived them.
 Thousands of Arabs and Egyptians lined the
 shore, and covered the house tops during the
 action, rejoicing in the destruction which had
 overtaken their invaders. Long after the battle,
 innumerable bodies were seen floating about the
 bay, in spite of all the exertions which were made
 20 to sink them, as well from fear of pestilence, as
 from the loathing and horror which the sight
 occasioned. Great numbers were cast up upon
 the Isle of Bekier, (Nelson's Island, as it has
 since been called,) and our sailors raised mounds
 of sand over them. Even after an interval of
 nearly three years Dr. Clarke saw them, and
 assisted in interring heaps of human bodies,
 which, having been thrown up by the sea, where
 there were no jackals to devour them, presented a
 30 sight loathsome to humanity. The shore, for an
 extent of four leagues, was covered with wreck;

and the Arabs found employment for many days in burning on the beach the fragments which were cast up, for the sake of the iron.¹ Part of the *Orient's* main-mast was picked up by the Swiftsure. ~~Mr~~ Capt. Hallowell ordered his carpenter to make a coffin of it; the iron, as well as the wood, was taken from the wreck of the same ship: it was finished as well and handsomely as the workman's skill and materials would permit; and Hallowell then sent it to the admiral with ¹⁰ the following letter.—“Sir, I have taken the liberty of presenting you a coffin made from the main-mast of *l'Orient*, that when you have finished your military career in this world, you may be buried in one of your trophies. But that that period may be far distant is the earnest wish of your sincere friend, Benjamin Hallowell.”—An offering so strange, and yet so suited to the occasion, was received by Nelson in the spirit with which it was sent. As if he felt it good for ²⁰ him, now that he was at the summit of his wishes, to have death before his eyes, he ordered the coffin to be placed upright in his cabin. Such a piece of furniture, however, was more suitable to his own feelings than to those of his guests and attendants; and an old favourite servant entreated him so earnestly to let it be removed, that at

¹ During his long subsequent cruise off Alexandria, Capt. Hallowell kept his crew employed and amused in fishing up the small anchors in the road, which, with the iron found on the masts, was afterwards sold at Rhodes, and the produce applied to purchase vegetables and tobacco for the ship's company.

length he consented to have the coffin carried below ; but he gave strict orders that it should be safely stowed, and reserved for the purpose for which its brave and worthy donor had designed it. *The victory was complete ; but Nelson could not pursue it as he would have done, for want of means. Had he been provided with small craft, nothing could have prevented the destruction of the storeships and transports in the port of
10 Alexandria : four bomb-vessels would at that time have burnt the whole in a few hours. "Were I to die this moment," said he in his despatches to the admiralty, "*want' of frigates* would be found stamped on my heart ! No words of mine can express what I have suffered, and am suffering, for want of them." He had also to bear up against great bodily suffering : the blow had so shaken his head, that from its constant and violent aching, and the perpetual
20 sickness which accompanied the pain, he could scarcely persuade himself that the skull was not fractured. Had it not been for Trowbridge, Ball, Hood, and Hallowell, he declared that he should have sunk under the fatigue of refitting the squadron. "All," he said, "had done well ; but these officers were his supporters."

III.

COPENHAGEN.

FOR his great victory in Egypt Nelson was made Baron Nelson of the Nile, and by the King of Naples Duke of Bronté in Sicily. In March, 1801, he was sent under the command of Sir Hyde Parker to break up the Northern League, which the three Baltic powers, Denmark, Sweden, and Russia, were forming against England. This he succeeded in doing by his victory at Copenhagen.

GREAT actions, whether military or naval, have generally given celebrity to the scenes from whence they are denominated; and thus 10 petty villages, and capes and bays, known only to the coasting trader, become associated with mighty deeds, and their names are made conspicuous in the history of the world. Here, however, the scene was every way worthy of the drama. The political importance of the Sound is such, that grand objects are not needed there to impress the imagination; yet is the channel full of grand and interesting objects, both of art and nature. This passage, which 20 Denmark had so long considered as the key of

the Baltic, is, in its narrowest part, about three miles wide; and here the city of Elsineur is situated; except Copenhagen, the most flourishing of the Danish towns. Every vessel which passes lowers her top-gallant-sails, and pays toll at Elsineur: a toll which is believed to have had its origin in the consent of the traders to that sea, Denmark taking upon itself the charge of constructing light-houses, and erecting signals, to
10 mark the shoals and rocks from the Cattegat to the Baltic: and they, on their part, agreeing that all ships should pass this way, in order that all might pay their shares: none from that time using the passage of the Belt; because it was not fitting that they, who enjoyed the benefit of the beacons in dark and stormy weather, should evade contributing to them in fair seasons and summer nights. Of late years about ten thousand vessels had annually paid this contribution in time of
20 peace. Adjoining Elsineur, and at the edge of the peninsular promontory, upon the nearest point of land to the Swedish coast, stands Cronenburgh Castle, built after Tycho Brahe's design; a magnificent pile—at once a palace, and fortress, and state-prison, with its spires and towers, and battlements and batteries. On the left of the strait is the old Swedish city of Helsinburg; at the foot, and on the side of a hill. To the north of Helsinburg the shores are steep and rocky; they
30 lower to the south; and the distant spires of Landscrona, Lund, and Malmoe, are seen in the

flat country. The Danish shores consist partly of ridges of sand ; but, more frequently, they are diversified with corn-fields, meadows, slopes, and are covered with rich wood, and villages and villas, and summer palaces belonging to the king and the nobility, and denoting the vicinity of a great capital. The isles of Huen, Statholm, and Amak, appear in the widening channel ; and, at the distance of twenty miles from Elsinour, stands Copenhagen, in full view ; the best city of the 10 north, and one of the finest capitals of Europe ; visible, with its stately spires, far off. Amid these magnificent objects there are some which possess a peculiar interest for the recollections which they call forth. The isle of Huen, a lovely domain, about six miles in circumference, had been the munificent gift of Frederick the Second to Tycho Brahe. It has higher shores than the near coast of Zealand, or than the Swedish coast in that part. Here most of his discoveries were made ; and 20 here the ruins are to be seen of his observatory, and of the mansion where he was visited by princes ; and where, with a princely spirit, he received and entertained all comers from all parts, and promoted science by his liberality, as well as by his labours. Elsinour is a name familiar to English ears, being inseparably associated with Hamlet, and one of the noblest works of human genius.

The Sound being the only frequented entrance 30 to the Baltic, the great Mediterranean of the

North, few parts of the sea display so frequent navigation. In the height of the season not fewer than a hundred vessels pass every four-and-twenty hours, for many weeks in succession: but never had so busy or so splendid a scene been exhibited there as on this day, when the British fleet prepared to force that passage, where, till now, all ships had vailed their top-sails to the flag of Denmark. The whole force consisted of fifty-one
10 sail of various descriptions; of which sixteen were of the line. The greater part of the bomb and gun vessels took their stations off Cronenburgh Castle, to cover the fleet; while others on the larboard were ready to engage the Swedish shore. The Danes, having improved every moment which ill-timed negotiation and baffling weather gave them, had lined their shore with batteries; and as soon as the Monarch, which was the leading ship, came abreast of them, a fire was opened
20 from about a hundred pieces of cannon and mortars: our light vessels immediately, in return, opened their fire upon the castle. Here was all the pompous circumstance, and exciting reality of war, without its effects; for this ostentatious display was but a bloodless prelude to the wide and sweeping destruction which was soon to follow. The enemies' shot fell near enough to splash the water on board our ships: not relying upon any forbearance of the Swedes, they meant to have
30 kept the mid-channel; but, when they perceived that not a shot was fired from Helsinburg, and

that no batteries were to be seen on the Swedish shore, they inclined to that side, so as completely to get out of reach of the Danish guns. The uninterrupted blaze which was kept up from them till the fleet had passed, served only to exhilarate our sailors, and afford them matter for jest, as the shot fell in showers a full cable's length short of its destined aim. A few rounds were returned from some of our leading ships till they perceived its inutility :—this, however, occasioned the only ¹⁰ bloodshed of the day, some of our men being killed and wounded by the bursting of a gun. As soon as the main body had passed, the gun vessels followed, desisting from their bombardment, which had been as innocent as that of the enemy ; and, about midday, the whole fleet anchored between the island of Huen and Copenhagen. Sir Hyde, with Nelson, Admiral Graves, some of the senior captains, and the commanding officers of the artillery and the troops, then pro- ²⁰ ceeded in a lugger, to reconnoitre the enemy's means of defence ; a formidable line of ships, radeaus, pontoons, galleys, fire-ships, and gun-boats, flanked and supported by extensive batteries, and occupying, from one extreme point to the other, an extent of nearly four miles.

A council of war was held in the afternoon. It was apparent that the Danes could not be attacked without great difficulty and risk ; and some of the members of the council spoke of the ³⁰ number of the Swedes and the Russians whom

they should afterwards have to engage, as a consideration which ought to be borne in mind. Nelson, who kept pacing the cabin, impatient as he ever was of any thing which savoured of irresolution, repeatedly said, "The more numerous the better, I wish they were twice as many,—the easier the victory, depend on it." The plan upon which he had determined, if ever it should be his fortune to bring a Baltic fleet to action, was, to
 10 attack the head of their line, and confuse their movements.—"Close with a Frenchman," he used to say, "but outmanœuvre a Russian." He offered his services for the attack, requiring ten sail of the line, and the whole of the smaller craft. Sir Hyde gave him two more line of battle ships than he asked, and left every thing to his judgment.

The enemy's force was not the only, nor the greatest, obstacle with which the British fleet had to contend: there was another to be overcome
 20 before they could come in contact with it. The channel was little known, and extremely intricate; all the buoys had been removed: and the Danes considered this difficulty as most insuperable, thinking the channel impracticable for so large a fleet. Nelson himself saw the soundings made, and the buoys laid down, boating it upon this exhausting service, day and night, till it was effected. When this was done, he thanked God for having enabled him to get through this difficult
 30 part of his duty. "It had worn him down," he said, "and was infinitely more grievous to him

than any resistance which he could experience from the enemy."

At the first council of war, opinions inclined to an attack from the eastward: but the next day, the wind being southerly, after a second examination of the Danish position, it was determined to attack from the south, approaching in the manner which Nelson had suggested in his first thoughts. On the morning of the 1st of April the whole fleet removed to an anchorage within two leagues ¹⁰ of the town, and off the N. W. end of the Middle Ground; a shoal lying exactly before the town, at about three quarters of a mile distance, and extending along its whole sea front. The King's Channel, where there is deep water, is between this shoal and the town; and here the Danes had arranged their line of defence, as near the shore as possible; nineteen ships and floating batteries, flanked, at the end nearest the town, by the Crown Batteries, which were two artificial islands, ²⁰ at the mouth of the harbour—most formidable works; the larger one having, by the Danish account, sixty-six guns; but, as Nelson believed, eighty-eight. The fleet having anchored, Nelson, with Riou, in the Amazon, made his last examination of the ground; and, about one o'clock, returning to his own ship, threw out the signal to weigh. It was received with a shout throughout the whole division; they weighed with a light and favourable wind: the narrow channel between ³⁰ the island of Saltholm and the Middle Ground

had been accurately buoyed ; the small craft pointed out the course distinctly ; Riou led the way : the whole division coasted along the outer edge of the shoal, doubled its farther extremity, and anchored there off Draco Point, just as the darkness closed—the headmost of the enemy's line not being more than two miles distant. The signal to prepare for action had been made early in the evening ; and, as his own anchor dropt, 10 Nelson called out, "I will fight them the moment I have a fair wind." It had been agreed that Sir Hyde, with the remaining ships, should weigh on the following morning at the same time as Nelson, to menace the Crown Batteries on his side, and the four ships of the line which lay at the entrance of the arsenal ; and to cover our own disabled ships as they came out of action.

The Danes, meantime, had not been idle : no sooner did the guns of Cronenburgh make it 20 known to the whole city that all negotiation was at an end, that the British fleet was passing the Sound, and that the dispute between the two crowns must now be decided by arms, than a spirit displayed itself most honourable to the Danish character. All ranks offered themselves to the service of their country ; the university furnished a corps of twelve hundred youth, the flower of Denmark :—it was one of those emergencies in which little drilling or discipline is necessary to 30 render courage available ; they had nothing to learn but how to manage the guns, and day and

night were employed in practising them. When the movements of Nelson's squadron were perceived, it was known when and where the attack was to be expected, and the line of defence was manned indiscriminately by soldiers, sailors, and citizens. Had not the whole attention of the Danes been directed to strengthen their own means of defence, they might most materially have annoyed the invading squadron, and, perhaps, frustrated the impending attack ; for the British ships were 10 crowded in an anchoring ground of little extent : —it was calm, so that mortar-boats might have acted against them to the utmost advantage ; and they were within range of shells from Amak Island. A few fell among them ; but the enemy soon ceased to fire. It was learnt afterwards, that, fortunately for the fleet, the bed of the mortar had given way ; and the Danes either could not get it replaced, or, in the darkness, lost the direction.

This was an awful night for Copenhagen,—far 20 more so than for the British fleet, where the men were accustomed to battle and victory, and had none of those objects before their eyes, which rendered death terrible. Nelson sat down to table with a large party of his officers : he was, as he was ever wont to be when on the eve of action, in high spirits, and drank to a leading wind, and to the success of the morrow. After supper they returned to their respective ships, except Riou, who remained to arrange the order 30 of battle with Nelson and Foley, and to draw up

instructions: Hardy, meantime, went in a small boat to examine the channel between them and the enemy; approaching so near, that he sounded round their leading ship with a pole, lest the noise of throwing the lead should discover him. The incessant fatigue of body, as well as mind, which Nelson had undergone during the last three days, had so exhausted him, that he was earnestly urged to go to his cot; and his old servant,
10 Allen, using that kind of authority, which long and affectionate services entitled and enabled him to assume on such occasions, insisted upon his complying. The cot was placed on the floor, and he continued to dictate from it. About eleven Hardy returned, and reported the practicability of the channel, and the depth of water up to the enemy's line. About one, the orders were completed; and half a dozen clerks, in the foremost cabin, proceeded to transcribe them: Nelson
20 frequently calling out to them from his cot to hasten their work, for the wind was becoming fair. Instead of attempting to get a few hours' sleep, he was constantly receiving reports on this important point. At daybreak it was announced as becoming perfectly fair. The clerks finished their work about six. Nelson, who was already up, breakfasted, and made signal for all captains. The land forces, and five hundred seamen, under Capt. Freemantle and the Hon. Col. Stewart, were
30 to storm the Crown Battery as soon as its fire should be silenced: and Riou—whom Nelson had

never seen till this expedition, but whose worth he had instantly perceived, and appreciated as it deserved—had the *Blanche* and *Alcmene* frigates, the *Dart* and *Arrow* sloops, and the *Zephyr* and *Otter* fire-ships, given him, with a special command to act as circumstances might require :—every other ship had its station appointed.

Between eight and nine, the pilots and masters were ordered on board the admiral's ship. The pilots were mostly men who had been mates in 10 Baltic traders ; and their hesitation about the bearing of the east end of the shoal, and the exact line of deep water, gave ominous warning of how little their knowledge was to be trusted. The signal for action had been made, the wind was fair—not a moment to be lost. Nelson urged them to be steady,—to be resolute, and to decide : but they wanted the only ground for steadiness and decision in such cases ; and Nelson had reason to regret that he had not trusted to 20 Hardy's single report. This was one of the most painful moments of his life ; and he always spoke of it with bitterness. " I experienced in the Sound," said he, " the misery of having the honour of our country intrusted to a set of pilots, who have no other thought than to keep the ships clear of danger, and their own silly heads clear of shot. Every body knows what I must have suffered : and if any merit attaches itself to me, it was for combating the dangers of the shallows 30 in defiance of them." At length Mr. Bryerly, the

master of the *Bellona*, declared that he was prepared to lead the fleet : his judgment was acceded to by the rest : they returned to their ships ; and, at half-past nine, the signal was made to weigh in succession.

Capt. Murray, in the *Edgar*, led the way ; the *Agamemnon* was next in order ; but on the first attempt to leave her anchorage, she could not weather the edge of the shoal ; and Nelson had
10 the grief to see his old ship, in which he had performed so many years' gallant services, immovably aground, at a moment when her help was so greatly required. Signal was then made for the *Polyphemus* : and this change in the order of sailing was executed with the utmost promptitude : yet so much delay had thus been unavoidably occasioned, that the *Edgar* was for some time unsupported : and the *Polyphemus*, whose place should have been at the end of
20 the enemy's line, where their strength was the greatest, could get no further than the beginning, owing to the difficulty of the channel : there she occupied, indeed, an efficient station, but one where her presence was less required. The *Isis* followed, with better fortune, and took her own berth. The *Bellona*, Sir Thomas Boulden Thompson, kept too close on the starboard shoal, and grounded abreast of the outer ship of the enemy : this was the more vexatious, inasmuch as the
30 wind was fair, the room ample, and three ships had led the way. The *Russell*, following the

Bellona, grounded in like manner: both were within reach of shot; but their absence from their intended stations was severely felt. Each ship had been ordered to pass her leader on the starboard side, because the water was supposed to shoal on the larboard shore. Nelson, who came next after these two ships, thought they had kept too far on the starboard direction, and made signal for them to close with the enemy, not knowing that they were aground: but, when he perceived ¹⁰ that they did not obey the signal, he ordered the Elephant's helm to starboard, and went within these ships: thus quitting the appointed order of sailing, and guiding those which were to follow. The greater part of the fleet were probably, by this act of promptitude on his part, saved from going on shore. Each ship, as she arrived nearly opposite to her appointed station, let her anchor go by the stern, and presented her broadside to the Danes. The distance between each was about ²⁰ half a cable. The action was fought nearly at the distance of a cable's length from the enemy. This, which rendered its continuance so long, was owing to the ignorance and consequent indecision of the pilots. In pursuance of the same error which had led the Bellona and the Russell aground, they, when the lead was at a quarter less five, refused to approach nearer, in dread of shoaling their water on the larboard shore: a fear altogether erroneous, for the water deepened up to ³⁰ the very side of the enemy's line.

At five minutes after ten the action began. The first half of our fleet was engaged in about half an hour ; and, by half-past eleven, the battle became general. The plan of the attack had been complete : but seldom has any plan been more disconcerted by untoward accidents. Of twelve ships of the line, one was entirely useless, and two others in a situation where they could not render half the service which was required of them. Of
 10 the squadron of gun-brigs only one could get into action ; the rest were prevented, by baffling currents, from weathering the eastern end of the shoal ; and only two of the bomb-vessels could reach their station on the Middle Ground, and open their mortars on the arsenal, firing over both fleets. Riou took the vacant station against the Crown Battery, with his frigates : attempting, with that unequal force, a service in which three sail of the line had been directed to assist.

20 Nelson's agitation had been extreme when he saw himself, before the action begun, deprived of a fourth part of his ships of the line ; but no sooner was he in battle, where his squadron was received with the fire of more than a thousand guns, than, as if that artillery, like music, had driven away all care and painful thoughts, his countenance brightened ; and, as a bystander describes him, his conversation became joyous, animated, elevated, and delightful. The com-
 30 mander-in-chief meantime, near enough to the scene of action to know the unfavourable accidents

which had so materially weakened Nelson, and yet too distant to know the real state of the contending parties, suffered the most dreadful anxiety. To get to his assistance was impossible ; both wind and current were against him. Fear for the event, in such circumstances, would naturally preponderate in the bravest mind ; and, at one o'clock, perceiving that, after three hours' endurance, the enemy's fire was unslackened, he began to despair of success. " I will make the 10 signal of recall," said he to his captain, " for Nelson's sake. If he is in a condition to continue the action successfully, he will disregard it ; if he is not, it will be an excuse for his retreat, and no blame can be imputed to him." Captain Domett urged him at least to delay the signal, till he could communicate with Nelson ; but, in Sir Hyde's opinion, the danger was too pressing for delay. " The fire," he said, " was too hot for Nelson to oppose ; a retreat he thought must be 20 made,—he was aware of the consequences to his own personal reputation, but it would be cowardly in him to leave Nelson to bear the whole shame of the failure, if shame it should be deemed." Under a mistaken judgment, therefore, but with this disinterested and generous feeling, he made the signal for retreat.

Nelson was at this time, in all the excitement of action, pacing the quarter-deck. A shot through the mainmast knocked the splinters about, and he 30 observed to one of his officers with a smile, " It is

warm work ; and this day may be the last to any of us at a moment :”—and then stopping short at the gangway, added, with emotion—“ But mark you ! I would not be elsewhere for thousands.” About this time the signal lieutenant called out, that number thirty-nine, (the signal for discontinuing the action), was thrown out by the commander-in-chief. He continued to walk the deck, and appeared to take no notice of it. The signal
 10 officer met him at the next turn, and asked if he should repeat it. “ No,” he replied ; “ acknowledge it.” Presently he called after him to know if the signal for close action was still hoisted ; and being answered in the affirmative, said “ Mind you keep it so.” He now paced the deck, moving the stump of his lost arm in a manner which always indicated great emotion. “ Do you know,” said he to Mr. Ferguson, “ what is shown on board the commander-in-chief ? Number thirty-nine ! ” Mr.
 20 Ferguson asked what that meant.—“ Why, to leave off action ! ” Then, shrugging up his shoulders, he repeated the words—“ Leave off action ? Now, damn me if I do ! You know, Foley,” turning to the captain, “ I have only one eye,—I have a right to be blind sometimes :”—and then, putting the glass to his blind eye, in that mood of mind which sports with bitterness, he exclaimed, “ I really do not see the signal ! ” Presently he exclaimed, “ Damn the signal ! Keep mine for closer battle
 30 flying ! That’s the way I answer such signals ! Nail mine to the mast ! ” Admiral Graves, who

was so situated that he could not discern what was done on board the Elephant, disobeyed Sir Hyde's signal in like manner : whether by fortunate mistake, or by a like brave intention, has not been made known. The other ships of the line, looking only to Nelson, continued the action. The signal, however, saved Riou's little squadron, but did not save its heroic leader. This squadron, which was nearest the commander-in-chief, obeyed, and hauled off. It had suffered severely in its most unequal 10 contest. For a long time the Amazon had been firing, enveloped in smoke, when Riou desired his men to stand fast, and let the smoke clear off, that they might see what they were about. A fatal order ; for the Danes then got clear sight of her from the batteries, and pointed their guns with such tremendous effect, that nothing but the signal for retreat saved this frigate from destruction. "What will Nelson think of us !" was Riou's mournful exclamation, when he unwillingly drew 20 off. He had been wounded in the head by a splinter, and was sitting on a gun, encouraging his men, when, just as the Amazon showed her stern to the Trekroner battery, his clerk was killed by his side ; and another shot swept away several marines, who were hauling in the main brace. "Come, then, my boys !" cried Riou ; "let us die all together !" The words had scarcely been uttered, before a raking shot cut him in two. Except it had been Nelson himself, the British 30 navy could not have suffered a severer loss.

The action continued along the line with unabated vigour on our side, and with the most determined resolution on the part of the Danes. They fought to great advantage, because most of the vessels in their line of defence were without masts: the few which had any standing had their top-masts struck, and the hulls could not be seen at intervals. The Isis must have been destroyed by the superior weight of her enemy's fire, if Capt. 10 Inman, in the *Desirée* frigate, had not judiciously taken a situation which enabled him to rake the Dane, and if the *Polyphemus* had not also relieved her. Both in the *Bellona* and the *Isis* many men were lost by the bursting of their guns. The former ship was about forty years old, and these guns were believed to be the same which she had first taken to sea: they were, probably, originally faulty, for the fragments were full of little air-holes. The *Bellona* lost seventy-five men; the *Isis*, one 20 hundred and ten; the *Monarch*, two hundred and ten. She was, more than any other line of battle ship, exposed to the great battery: and supporting at the same time the united fire of the *Holstein* and the *Zealand*, her loss this day exceeded that of any single ship during the whole war. Amid the tremendous carnage in this vessel, some of the men displayed a singular instance of coolness; the pork and peas happened to be in the kettle; a shot knocked its contents about;—they picked up 30 the pieces, and ate and fought at the same time.

The prince royal had taken his station upon

one of the batteries, from whence he beheld the action, and issued his orders. Denmark had never been engaged in so arduous a contest, and never did the Danes more nobly display their national courage :—a courage not more unhappily, than impolitically exerted in subserviency to the interest of France. Capt. Thura, of the *Indfødsretten*, fell early in the action ; and all his officers, except one lieutenant and one marine officer, were either killed or wounded. In the confusion, the colours ¹⁰ were either struck, or shot away ; but she was moored athwart one of the batteries in such a situation, that the British made no attempt to board her ; and a boat was despatched to the prince, to inform him of her situation. He turned to those about him, and said, “ Gentlemen, Thura is killed ; which of you will take the command ? ” Schroedersee, a captain who had lately resigned, on account of extreme ill health, answered in a feeble voice, “ I will ! ” and hastened on board. ²⁰ The crew, perceiving a new commander coming alongside, hoisted their colours again, and fired a broadside. Schroedersee, when he came on deck, found himself surrounded by the dead and wounded, and called to those in the boat to get quickly on board : a ball struck him at that moment. A lieutenant, who had accompanied him, then took the command, and continued to fight the ship. A youth of seventeen, by name Villemoes, particularly distinguished himself on ³⁰ this memorable day. He had volunteered to take

the command of a floating battery ; which was a raft, consisting merely of a number of beams nailed together, with a flooring to support the guns : it was square, with a breastwork full of port-holes, and without masts,—carrying twenty-four guns, and one hundred and twenty men. With this he got under the stern of the Elephant, below the reach of the stern-chasers ; and, under a heavy fire of small arms from the marines,
10 fought his raft, till the truce was announced, with such skill, as well as courage, as to excite Nelson's warmest admiration.

By half-past two the action had ceased along that part of the line which was astern of the Elephant, but not with the ships ahead and the Crown Batteries. Nelson, seeing the manner in which his boats were fired upon, when they went to take possession of the prizes, became angry, and said, he must either send on shore to have
20 this irregular proceeding stopt, or send a fire ship and burn them. Half the shot from the Trekroner, and from the batteries at Amak at this time, struck the surrendered ships, four of which had got close together ; and the fire of the English, in return, was equally or even more destructive to these poor devoted Danes. Nelson, who was as humane as he was brave, was shocked at this massacre,—for such he called it : and, with a presence of mind peculiar to himself, and never
30 more signally displayed than now, he retired into the stern gallery, and wrote thus to the Crown

Prince : "Vice-Admiral Lord Nelson has been commanded to spare Denmark, when she no longer resists. The line of defence which covered her shores has struck to the British flag : but if the firing is continued on the part of Denmark, he must set on fire all the prizes that he has taken, without having the power of saving the men who have so nobly defended them. The brave Danes are the brothers, and should never be the enemies of the English." A wafer was given him ; but he ordered a candle to be brought from the cockpit, and sealed the letter with wax, affixing a larger seal than he ordinarily used. "This," said he "is no time to appear hurried and informal." Capt. Sir Frederic Thesiger, who acted as his aide-de-camp, carried this letter with a flag of truce. Meantime, the fire of the ships ahead, and the approach of the Ramillies and Defence, from Sir Hyde's division, which had now worked near enough to alarm the enemy, though not to injure them, silenced the remainder of the Danish line to the eastward of the Trekroner. That battery, however, continued its fire. This formidable work, owing to the want of the ships which had been destined to attack it, and the inadequate force of Riou's little squadron, was comparatively uninjured : towards the close of the action it had been manned with nearly fifteen hundred men ; and the intention of storming it, for which every preparation had been made, was abandoned as impracticable.

During Thesiger's absence, Nelson sent for Freemantle from the Ganges, and consulted with him and Foley, whether it was advisable to advance, with those ships which had sustained least damage, against the yet uninjured part of the Danish line. They were decidedly of opinion, that the best thing which could be done was, while the wind continued fair, to remove the fleet out of the intricate channel,
10 from which it had to retreat. In somewhat more than half an hour after Thesiger had been despatched, the Danish Adjutant-General Lindholm came, bearing a flag of truce: upon which the Trekroner ceased to fire, and the action closed, after four hours' continuance. He brought an inquiry from the prince, What was the object of Nelson's note? The British admiral wrote in reply: "Lord Nelson's object in sending the flag of truce was humanity: he therefore
20 consents that hostilities shall cease, and that the wounded Danes may be taken on shore. And Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes as he shall think fit. Lord Nelson, with humble duty to his royal highness the prince, will consider this the greatest victory he has ever gained, if it may be the cause of a happy reconciliation and union between his own most gracious sovereign and his majesty the king of Denmark."—Sir
30 Frederic Thesiger was despatched a second time with the reply; and the Danish adjutant-general

was referred to the commander-in-chief for a conference upon this overture. Lindholm, assenting to this, proceeded to the London, which was riding at anchor full four miles off; and Nelson, losing not one of the critical moments which he had thus gained, made signal for his leading ships to weigh in succession:—they had the shoal to clear, they were much crippled, and their course was immediately under the guns of the *Trekroner*.¹⁰

The *Monarch* led the way. This ship had received six and twenty shot between wind and water. She had not a shroud standing; there was a double-headed shot in the heart of her foremast, and the slightest wind would have sent every mast over her side. The imminent danger from which Nelson had extricated himself soon became apparent: the *Monarch* touched immediately upon a shoal, over which she was pushed by the *Ganges* taking her amid ships;²⁰ the *Glatton* went clear; but the other two, the *Defiance* and the *Elephant*, grounded about a mile from the *Trekroner*, and there remained fixed, for many hours, in spite of all the exertions of their wearied crews. The *Desirée* frigate also, at the other end of the line, having gone toward the close of the action to assist the *Bellona*, became fast on the same shoal. Nelson left the *Elephant*, soon after she took the ground, to follow Lindholm. The heat of³⁰ action was over; and that kind of feeling,

which the surrounding scene of havock was so well fitted to produce, pressed heavily upon his exhausted spirits. The sky had suddenly become overcast; white flags were waving from the mast-heads of so many shattered ships:—the slaughter had ceased, but the grief was to come: for the account of the dead was not yet made up, and no man could tell for what friends he might have to mourn. The very
10 silence which follows the cessation of such a battle becomes a weight upon the heart at first, rather than a relief; and though the work of mutual destruction was at an end, the *Danbrog* was, at this time, drifting about in flames: presently she blew up; while our boats, which had put off in all directions to assist her, were endeavouring to pick up her devoted crew, few of whom could be saved. The fate of these men, after the gallantry which they had displayed,
20 particularly affected Nelson: for there was nothing in this action of that indignation against the enemy, and that impression of retributive justice, which at the Nile had given a sterner temper to his mind, and a sense of austere delight, in beholding the vengeance of which he was the appointed minister. The Danes were an honourable foe; they were of English mould as well as English blood; and now that the battle had ceased, he regarded them rather as brethren
30 than as enemies. There was another reflection also, which mingled with these melancholy

thoughts, and predisposed him to receive them. He was not here master of his own movements, as at Egypt ; he had won the day by disobeying his orders ; and in so far as he had been successful, had convicted the commander-in-chief of an error in judgment. " Well," said he, as he left the Elephant, " I have fought contrary to orders, and I shall perhaps be hanged. Never mind : let them ! "

IV.

TRAFALGAR.

IN March, 1802, peace was made between England and France by the Treaty of Amiens. But in the following year war broke out again, and Nelson was sent to the Mediterranean, where for two years he kept watch on the French Fleet in Toulon. On the thirtieth of March, 1805, Villeneuve, the French Admiral, succeeded in getting out of harbour and eluding Nelson, and crossed the Atlantic to the West Indies. Nelson crossed the Atlantic also, searched unsuccessfully for Villeneuve, and
10 followed him back to Europe. In September a frigate brought the news that Villeneuve, with the combined French and Spanish fleet, was in Cadiz. Nelson immediately hoisted his flag on board the Victory at Portsmouth, and at the beginning of October was in command of the English fleet, and blockading the enemy in Cadiz.

ON the 9th Nelson sent Collingwood what he called, in his diary, the Nelson touch. "I send you," said he "my plan of attack, as far as a man dare venture to guess at the very uncertain
20 position the enemy may be found in : but it is to place you perfectly at ease respecting my intentions, and to give full scope to your judgment for

carrying them into effect. We can, my dear Coll, have no little jealousies. We have only one great object in view, that of annihilating our enemies, and getting a glorious peace for our country. No man has more confidence in another than I have in you ; and no man will render your services more justice than your very old friend Nelson and Bronte." The order of sailing was to be the order of battle : the fleet in two lines, with an advanced squadron of eight of the fastest sailing 10 two-deckers. The second in command, having the entire direction of his line, was to break through the enemy, about the twelfth ship from their rear : he would lead through the centre, and the advanced squadron was to cut off three or four ahead of the centre. This plan was to be adapted to the strength of the enemy, so that they should always be one-fourth superior to those whom they cut off. Nelson said, " That his admirals and captains, knowing his precise object 20 to be that of a close and decisive action, would supply any deficiency of signals, and act accordingly. In case signals cannot be seen or clearly understood, no captain can do wrong if he places his ship alongside that of an enemy." One of the last orders of this admirable man was, that the name and family of every officer, seaman, and marine, who might be killed or wounded in action, should be, as soon as possible, returned to him, in order to be transmitted to the chairman of the 30 patriotic fund, that the case might be taken into

consideration, for the benefit of the sufferer, or his family.

About half past nine in the morning of the 19th, the Mars, being the nearest to the fleet of the ships which formed the line of communication with the frigates in shore, repeated the signal, that the enemy were coming out of port. The wind was at this time very light, with partial breezes, mostly from the S.S.W. Nelson ordered the
10 signal to be made for a chase in the south-east quarter. About two, the repeating ships announced, that the enemy were at sea. All night the British fleet continued under all sail, steering to the south-east. At daybreak they were in the entrance of the Straits, but the enemy were not in sight. About seven, one of the frigates made signal that the enemy were bearing north. Upon this the Victory hove to; and shortly afterwards Nelson made sail again to the northward. In the after-
20 noon the wind blew fresh from the south-west, and the English began to fear that the foe might be forced to return to port. A little before sunset, however, Blackwood, in the Euryalus, telegraphed, that they appeared determined to go to the westward,—“And that,” said the admiral in his diary, “they shall not do, if it is in the power of Nelson and Bronte to prevent them.” Nelson had signified to Blackwood, that he depended upon him to keep sight of the enemy.
30 They were observed so well, that all their motions were made known to him; and, as they wore

twice, he inferred that they were aiming to keep the port of Cadiz open, and would retreat there as soon as they saw the British fleet ; for this reason he was very careful not to approach near enough to be seen by them during the night. At day-break the combined fleets were distinctly seen from the Victory's deck, formed in a close line of battle ahead, on the starboard tack, about twelve miles to leeward, and standing to the south. Our fleet consisted of twenty-seven sail of the line, and 10 four frigates ; theirs of thirty-three, and seven large frigates. Their superiority was greater in size, and weight of metal, than in numbers. They had four thousand troops on board ; and the best riflemen who could be procured, many of them Tyrolese, were dispersed through the ships. Little did the Tyrolese, and little did the Spaniards, at that day, imagine what horrors the wicked tyrant whom they served was preparing for their country. 20

Soon after daylight Nelson came upon deck. The 21st of October was a festival in his family, because on that day his uncle, Capt. Suckling, in the Dreadnought, with two other line of battle ships, had beaten off a French squadron of four sail of the line, and three frigates. Nelson, with that sort of superstition from which few persons are entirely exempt, had more than once expressed his persuasion that this was to be the day of his battle also ; and he was well pleased at seeing his 30 prediction about to be verified. The wind was

now from the west, light breezes, with a long heavy swell. Signal was made to bear down upon the enemy in two lines ; and the fleet set all sail. Collingwood, in the Royal Sovereign, led the lee line of thirteen ships ; the Victory led the weather line of fourteen. Having seen that all was as it should be, Nelson retired to his cabin, and wrote the following prayer :

“ May the great God, whom I worship, grant
 10 to my country, and for the benefit of Europe in general, a great and glorious victory, and may no misconduct in any one tarnish it ; and may humanity after victory be the predominant feature in the British fleet ! For myself individually, I commit my life to Him that made me : and may His blessing alight on my endeavours for serving my country faithfully ! To Him I resign myself, and the just cause which is entrusted to me to defend. Amen, Amen, Amen.”

20 Blackwood went on board the Victory about six. He found him in good spirits, but very calm ; not in that exhilaration which he had felt upon entering into battle at Aboukir and Copenhagen : he knew that his own life would be particularly aimed at, and seems to have looked for death with almost as sure an expectation as for victory. His whole attention was fixed upon the enemy. They tacked to the northward, and formed their line on the larboard tack ; thus
 30 bringing the shoals of Trafalgar and St. Pedro under the lee of the British, and keeping the port

of Cadiz open for themselves. This was judiciously done : and Nelson, aware of all the advantages which it gave them, made signal to prepare to anchor.

Villeneuve was a skilful seaman ; worthy of serving a better master, and a better cause. His plan of defence was as well conceived, and as original, as the plan of attack. He formed the fleet in a double line ; every alternate ship being about a cable's length to windward of her second 10 ahead and astern. Nelson, certain of a triumphant issue to the day, asked Blackwood what he should consider as a victory. That officer answered, that, considering the handsome way in which battle was offered by the enemy, their apparent determination for a fair trial of strength, and the situation of the land, he thought it would be a glorious result if fourteen were captured. He replied : " I shall not be satisfied with less than twenty." Soon afterwards he asked him, if he 20 did not think there was a signal wanting. Capt. Blackwood made answer, that he thought the whole fleet seemed very clearly to understand what they were about. These words were scarcely spoken before that signal was made, which will be remembered as long as the language, or even the memory of England, shall endure ;—Nelson's last signal :—" ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY ! " It was received throughout the fleet with a shout of answering acclamation, made 30 sublime by the spirit which it breathed, and the

feeling which it expressed. "Now," said Lord Nelson, "I can do no more. We must trust to the great Disposer of all events, and the justice of our cause. I thank God for this great opportunity of doing my duty."

He wore that day, as usual, his admiral's frock coat, bearing on the left breast four stars, of the different orders with which he was invested. Ornaments which rendered him so conspicuous
 10 a mark for the enemy, were beheld with ominous apprehensions by his officers. It was known that there were riflemen on board the French ships; and it could not be doubted but that his life would be particularly aimed at. They communicated their fears to each other; and the surgeon, Mr. Beatty, spoke to the chaplain, Dr. Scott, and to Mr. Scott, the public secretary, desiring that some person would entreat him to change his dress, or cover the stars: but they knew that such
 20 a request would highly displease him. "In honour I gained them," he had said, when such a thing had been hinted to him formerly, "and in honour I will die with them." Mr. Beatty, however, would not have been deterred by any fear of exciting his displeasure, from speaking to him himself upon a subject, in which the weal of England, as well as the life of Nelson, was concerned,—but he was ordered from the deck before he could find an opportunity. This was a point upon which
 30 Nelson's officers knew that it was hopeless to remonstrate or reason with him; but both Black-

wood, and his own captain, Hardy, represented to him how advantageous to the fleet it would be for him to keep out of action as long as possible ; and he consented at last to let the *Leviathan* and the *Téméraire*, which were sailing abreast of the *Victory*, be ordered to pass ahead. Yet even here the last infirmity of this noble mind was indulged, for these ships could not pass ahead if the *Victory* continued to carry all her sail ; and so far was Nelson from shortening sail, that it was evident 10 he took pleasure in pressing on, and rendering it impossible for them to obey his own orders. A long swell was setting into the bay of Cadiz : our ships, crowding all sail, moved majestically before it, with light winds from the south-west. The sun shone on the sails of the enemy ; and their well-formed line, with their numerous three-deckers, made an appearance which any other assailants would have thought formidable ;—but the British 20 sailors only admired the beauty and the splendour of the spectacle ; and, in full confidence of winning what they saw, remarked to each other, what a fine sight yonder ships would make at Spithead !

The French admiral, from the *Bucentaure*, beheld the new manner in which his enemy was advancing—Nelson and Collingwood each leading his line ; and pointing them out to his officers, he is said to have exclaimed, that such conduct could not fail to be successful. Yet Villeneuve had 30 made his own dispositions with the utmost skill,

and the fleets under his command waited for the attack with perfect coolness. Ten minutes before twelve they opened their fire. Eight or nine of the ships immediately ahead of the Victory, and across her bows, fired single guns at her, to ascertain whether she was yet within their range. As soon as Nelson perceived that their shot passed over him, he desired Blackwood, and Capt. Prowse, of the Sirius, to repair to their respective frigates ;
10 and, on their way, to tell all the captains of the line of battle ships that he depended on their exertions ; and that, if by the prescribed mode of attack they found it impracticable to get into action immediately, they might adopt whatever they thought best, provided it led them quickly and closely alongside an enemy. As they were standing on the front of the poop, Blackwood took him by the hand, saying, he hoped soon to return and find him in possession of twenty prizes.
20 He replied, " God bless you, Blackwood ; I shall never see you again."

Nelson's column was steered about two points more to the north than Collingwood's, in order to cut off the enemy's escape into Cadiz : the lee line, therefore, was first engaged. " See," cried Nelson, pointing to the Royal Sovereign, as she steered right for the centre of the enemy's line, cut through it astern of the Santa Anna, three-decker, and engaged her at the muzzle of her guns on
30 the starboard side : " see how that noble fellow, Collingwood, carries his ship into action !"

Collingwood, delighted at being first in the heat of the fire, and knowing the feelings of his commander and old friend, turned to his captain, and exclaimed : " Rotherham, what would Nelson give to be here ! " Both these brave officers, perhaps, at this moment thought of Nelson with gratitude, for a circumstance which had occurred on the preceding day. Admiral Collingwood, with some of the captains, having gone on board the Victory, to receive instructions, Nelson inquired of him, ¹⁰ where his captain was, and was told, in reply, that they were not upon good terms with each other. " Terms ! " said Nelson ;—" good terms with each other ! " Immediately he sent a boat for Captain Rotherham ; led him, as soon as he arrived, to Collingwood, and saying,—" Look ; yonder are the enemy ! " bade them shake hands like Englishmen.

The enemy continued to fire a gun at a time at the Victory, till they saw that a shot had passed through her main-top-gallant sail ; then they opened ²⁰ their broadsides, aiming chiefly at her rigging, in the hope of disabling her before she could close with them. Nelson, as usual, had hoisted several flags, lest one should be shot away. The enemy showed no colours till late in the action, when they began to feel the necessity of having them to strike. For this reason, the Santissima Trinidad, Nelson's old acquaintance, as he used to call her, was distinguishable only by her four decks ; and to the bow of this opponent he ordered the Victory ³⁰ to be steered. Meantime an incessant raking fire

was kept up upon the Victory. The admiral's secretary was one of the first who fell; he was killed by a cannon shot while conversing with Hardy. Capt. Adair of the marines, with the help of a sailor, endeavoured to remove the body from Nelson's sight, who had a great regard for Mr. Scott: but he anxiously asked: "Is that poor Scott that's gone?" and being informed that it was indeed so, exclaimed: "Poor fellow!" Presently a
 10 double-headed shot struck a party of marines, who were drawn up on the poop, and killed eight of them: upon which Nelson immediately desired Capt. Adair to disperse his men round the ship, that they might not suffer so much from being together. A few minutes afterwards a shot struck the fore-brace bits on the quarter deck, and passed between Nelson and Hardy, a splinter from the bit bearing off Hardy's buckle and bruising his foot. Both stopped, and looked anxiously at each
 20 other; each supposed the other to be wounded. Nelson then smiled, and said, "This is too warm work, Hardy, to last long."

The Victory had not yet returned a single gun; fifty of her men had been by this time killed or wounded, and her main-top-mast, with all her studding sails and her booms, shot away. Nelson declared, that, in all his battles, he had seen nothing which surpassed the cool courage of his crew on this occasion. At four minutes after
 30 twelve, she opened her fire from both sides of her deck. It was not possible to break the enemy's

line without running on board one of their ships : Hardy informed him of this, and asked him which he would prefer. Nelson replied : "Take your choice, Hardy, it does not signify much." The master was ordered to put the helm to port, and the Victory ran on board the Redoutable, just as her tiller ropes were shot away. The French ship received her with a broadside ; then instantly let down her lower deck ports, for fear of being boarded through them, and never afterwards fired 10 a great gun during the action. Her tops, like those of all the enemy's ships, were filled with riflemen. Nelson never placed musketry in his tops ; he had a strong dislike to the practice ; not merely because it endangers setting fire to the sails, but also because it is a murderous sort of warfare, by which individuals may suffer, and a commander now and then be picked off, but which never can decide the fate of a general engagement. 20

Capt. Harvey, in the *Téméraire*, fell on board the Redoutable on the other side. Another enemy was in like manner on board the *Téméraire* ; so that these four ships formed as compact a tier as if they had been moored together, their heads lying all the same way. The lieutenants of the Victory, seeing this, depressed their guns of the middle and lower decks, and fired with a diminished charge, lest the shot should pass through, and injure the *Téméraire*. And because there was 30 danger that the Redoutable might take fire from

the lower-deck guns, the muzzles of which touched her side when they were run out, the fire-man of each gun stood ready with a bucket of water ; which, as soon as the gun was discharged, he dashed into the hole made by the shot. An incessant fire was kept up from the Victory from both sides ; her larboard guns playing upon the Bucentaure and the huge Santissima Trinidad.

- It had been part of Nelson's prayer, that the
 10 British fleet might be distinguished by humanity in the victory which he expected. Setting an example himself, he twice gave orders to cease firing upon the Redoubtable, supposing that she had struck, because her great guns were silent ; for, as she carried no flag, there was no means of instantly ascertaining the fact. From this ship, which he had thus twice spared, he received his death. A ball fired from her mizen-top, which, in the then situation of the two vessels, was not
 20 more than fifteen yards from that part of the deck where he was standing, struck the epaulette on his left shoulder, about a quarter after one, just in the heat of action. He fell upon his face, on the spot which was covered with his poor secretary's blood. Hardy, who was a few steps from him, turning round, saw three men raising him up.—“They have done for me at last, Hardy,” said he.—“I hope not,” cried Hardy.—“Yes !” he replied ; “my back-bone is shot through.” Yet
 30 even now, not for a moment losing his presence of mind, he observed, as they were carrying him

down the ladder, that the tiller ropes, which had been shot away, were not yet replaced, and ordered that new ones should be rove immediately :— then, that he might not be seen by the crew, he took out his handkerchief, and covered his face and his stars. Had he but concealed these badges of honour from the enemy, England, perhaps, would not have had cause to receive with sorrow the news of the battle of Trafalgar. The cockpit was crowded with wounded and dying men ; over 10 whose bodies he was with some difficulty conveyed, and laid upon a pallet in the midshipmen's berth. It was soon perceived, upon examination, that the wound was mortal. This, however, was concealed from all except Capt. Hardy, the chaplain, and the medical attendants. He himself being certain, from the sensation in his back, and the gush of blood he felt momentarily within his breast, that no human care could avail him, insisted that the surgeon should leave him, and 20 attend to those to whom he might be useful ; “ For,” said he, “ you can do nothing for me.”— All that could be done was to fan him with paper, and frequently to give him lemonade to alleviate his intense thirst. He was in great pain, and expressed much anxiety for the event of the action, which now began to declare itself. As often as a ship struck, the crew of the Victory hurraed ; and at every hurra, a visible expression of joy gleamed in the eyes, and marked the 30 countenance of the dying hero. But he became

impatient to see Capt. Hardy ; and as that officer, though often sent for, could not leave the deck, Nelson feared that some fatal cause prevented him, and repeatedly cried : " Will no one bring Hardy to me ? He must be killed ! He is surely dead ! "—An hour and ten minutes elapsed from the time when Nelson received his wound, before Hardy could come to him. They shook hands in silence ; Hardy in vain struggling to
 10 suppress the feelings of that most painful and yet sublimest moment. " Well, Hardy," said Nelson, " how goes the day with us ?"—" Very well," replied Hardy ; " ten ships have struck, but five of the van have tacked, and show an intention to bear down upon the Victory. I have called two or three of our fresh ships round, and have no doubt of giving them a drubbing."—" I hope," said Nelson, " none of our ships have struck ? " Hardy answered " There was no fear
 20 of that " Then, and not till then, Nelson spoke of himself. " I am a dead man, Hardy," said he : " I am going fast :—it will be all over with me soon. Come nearer to me. Let my dear Lady Hamilton have my hair, and all other things belonging to me." Hardy observed, that he hoped Mr. Beatty could yet hold out some prospect of life. " Oh, no ! " he replied : " it is impossible. My back is shot through. Beatty will tell you so." Capt. Hardy then, once more, shook hands
 30 with him ; and, with a heart almost bursting, hastened upon deck.

By this time all feeling below the breast was gone ; and Nelson, having made the surgeon ascertain this, said to him : " You know I am gone, I know it. I feel something rising in my breast,"—putting his hand on his left side,—
" which tells me so." And upon Beatty's inquiring whether his pain was very great? he replied, " So great, that he wished he was dead. Yet," said he, in a lower voice, " one would like to live a little longer too ! " And after a few minutes, in the same under tone, he added—" What would become of poor Lady Hamilton, if she knew my situation ! " Next to his country she occupied his thoughts. Capt. Hardy, some fifty minutes after he had left the cockpit, returned ; and, again taking the hand of his dying friend and commander, congratulated him on having gained a complete victory. How many of the enemy were taken he did not know, as it was impossible to perceive them distinctly ; but fourteen or fifteen²⁰ at least. " That's well," cried Nelson, " but I bargained for twenty." And then, in a stronger voice, he said : " Anchor, Hardy ; anchor." Hardy, upon this, hinted that Admiral Collingwood would take upon himself the direction of affairs. " Not while I live, Hardy," said the dying Nelson, ineffectually endeavouring to raise himself from the bed : " Do you anchor." His previous order for preparing to anchor had shown how clearly he foresaw the necessity of this.³⁰ Presently, calling Hardy back, he said to him in

a low voice, "Don't throw me overboard:" and he desired that he might be buried by his parents, unless it should please the king to order otherwise. Then reverting to private feelings: "Take care of my dear Lady Hamilton, Hardy: take care of poor Lady Hamilton.—Kiss me, Hardy," said he. Hardy knelt down and kissed his cheek: and Nelson said, "Now I am satisfied. Thank God I have done my duty." Hardy stood over
 10 him in silence for a moment or two, then knelt again and kissed his forehead. "Who is that?" said Nelson; and being informed, he replied, "God bless you, Hardy." And Hardy then left him—for ever.

Nelson now desired to be turned upon his right side, and said, "I wish I had not left the deck; for I shall soon be gone." Death was, indeed, rapidly approaching. He said to the chaplain, "Doctor, I have *not* been a *great* sinner:" and
 20 after a short pause, "Remember that I leave Lady Hamilton and my daughter Horatia as a legacy to my country." His articulation now became difficult; but he was distinctly heard to say, "Thank God, I have done my duty." These words he repeatedly pronounced; and they were the last words which he uttered. He expired at thirty minutes after four,—three hours and a quarter after he had received his wound.

Within a quarter of an hour after Nelson was
 30 wounded, above fifty of the Victory's men fell by the enemy's musketry. They, however, on their

part, were not idle ; and it was not long before there were only two Frenchmen left alive in the mizen-top of the Redoubtable. One of them was the man who had given the fatal wound : he did not live to boast of what he had done. An old quarter-master had seen him fire ; and easily recognised him, because he wore a glazed cocked hat and a white frock. This quarter-master and two midshipmen, Mr. Collingwood and Mr. Pollard, were the only persons left in the Victory's 10 poop ;—the two midshipmen kept firing at the top, and he supplied them with cartridges. One of the Frenchmen, attempting to make his escape down the rigging, was shot by Mr. Pollard, and fell on the poop. But the old quarter-master, as he cried out, " That's he—that's he," and pointed at the other, who was coming forward to fire again, received a shot in his mouth, and fell dead. Both the midshipmen then fired at the same time, and the fellow dropped in the top. When they took 20 possession of the prize, they went into the mizen-top, and found him dead ; with one ball through his head, and another through his breast.

The Redoubtable struck within twenty minutes after the fatal shot had been fired from her. During that time she had been twice on fire,—in her fore-chains and in her fore-castle. The French, as they had done in other battles, made use in this, of fire-balls and other combustibles ; implements of destruction, which other nations, 30 from a sense of honour and humanity, have laid

aside ; which add to the sufferings of the wounded, without determining the issue of the combat : which none but the cruel would employ, and which never can be successful against the brave. Once they succeeded in setting fire, from the Redoutable, to some ropes and canvass on the Victory's booms. The cry ran through the ship, and reached the cockpit : but even this dreadful cry produced no confusion : the men displayed
 10 that perfect self-possession in danger by which English seamen are characterised ; they extinguished the flames on board their own ship, and then hastened to extinguish them in the enemy, by throwing buckets of water from the gangway. When the Redoutable had struck, it was not practicable to board her from the Victory ; for, though the two ships touched, the upper works of both fell in so much, that there was a great space between their gangways ; and she could not be
 20 boarded from the lower or middle decks, because her ports were down. Some of our men went to Lieutenant Quilliam, and offered to swim under her bows, and get up there ; but it was thought unfit to hazard brave lives in this manner.

What our men would have done from gallantry, some of the crew of the Santissima Trinidad did to save themselves. Unable to stand the tremendous fire of the Victory, whose larboard guns played against this great four decker, and not knowing
 30 how else to escape them, nor where else to betake themselves for protection, many of them leaped

overboard, and swam to the Victory ; and were actually helped up her sides by the English during the action. The Spaniards began the battle with less vivacity than their unworthy allies, but they continued it with greater firmness. The Argonauta and Bahama were defended till they had each lost about four hundred men ; the San Juan Nepomuceno lost three hundred and fifty. Often as the superiority of British courage has been proved against France upon the seas, it was never more ¹⁰ conspicuous than in this decisive conflict. Five of our ships were engaged muzzle to muzzle with five of the French. In all five the Frenchmen lowered their lower-deck ports, and deserted their guns ; while our men continued deliberately to load and fire, till they had made the victory secure.

Once, amidst his sufferings, Nelson had expressed a wish that he were dead ; but immediately the spirit subdued the pains of death, and ²⁰ he wished to live a little longer ;—doubtless that he might hear the completion of the victory which he had seen so gloriously begun. That consolation—that joy—that triumph, was afforded him. He lived to know that the victory was decisive ; and the last guns which were fired at the flying enemy were heard a minute or two before he expired.

The death of Nelson was felt in England as something more than a public calamity : men ³⁰ started at the intelligence, and turned pale ; as if

they had heard of the loss of a dear friend. An object of our admiration and affection, of our pride and of our hopes, was suddenly taken from us ; and it seemed as if we had never, till then, known how deeply we loved and revered him. What the country had lost in its great naval hero—the greatest of our own, and of all former times, was scarcely taken into the account of grief. So perfectly, indeed, had he performed his part, that
10 the maritime war, after the battle of Trafalgar, was considered at an end : the fleets of the enemy were not merely defeated, but destroyed : new navies must be built, and a new race of seamen reared for them, before the possibility of their invading our shores could again be contemplated. It was not, therefore, from any selfish reflection upon the magnitude of our loss that we mourned for him : the general sorrow was of a higher character. The people of England grieved that
20 funeral ceremonies, and public monuments, and posthumous rewards were all that they could now bestow upon him, whom the king, the legislature, and the nation, would have alike delighted to honour ; whom every tongue would have blessed ; whose presence in every village through which he might have passed would have wakened the church bells, have given schoolboys a holiday, have drawn children from their sports to gaze upon him, and “old men from the chimney
30 corner,” to look upon Nelson ere they died. The victory of Trafalgar was celebrated, indeed, with

the usual forms of rejoicing, but they were without joy ; for such already was the glory of the British navy, through Nelson's surpassing genius, that it scarcely seemed to receive any addition from the most signal victory that ever was achieved upon the seas : and the destruction of this mighty fleet, by which all the maritime schemes of France were totally frustrated, hardly appeared to add to our security or strength ; for, while Nelson was living, to watch the combined squadrons of the enemy, ¹⁰ we felt ourselves as secure as now, when they were no longer in existence.

There was reason to suppose, from the appearances upon opening the body, that, in the course of nature, he might have attained, like his father, to a good old age. Yet he cannot be said to have fallen prematurely whose work was done ; nor ought he to be lamented, who died so full of honours, and at the height of human fame. The most triumphant death is that of the martyr ; the ²⁰ most awful that of the martyred patriot ; the most splendid that of the hero in the hour of victory : and if the chariot and the horses of fire had been vouchsafed for Nelson's translation, he could scarcely have departed in a brighter blaze of glory. He has left us, not indeed his mantle of inspiration, but a name and an example, which are at this hour inspiring thousands of the youth of England : a name which is our pride, and an example which will continue to be our ³⁰ shield and our strength. Thus it is that the

72 EPISODES FROM SOUTHEY'S NELSON

spirits of the great and the wise continue to live
and to act after them ; verifying, in this sense, the
language of the old mythologist :

*Τοὶ μὲν δαίμονες εἰσι, Διὸς μεγάλου διὰ βουλὰς
Ἑσθλοὶ, ἐπιχθόνιοι, φύλακες θνητῶν ἀνθρώπων.*

THE BATTLE OF THE BALTIC.

I.

OF Nelson and the North,
Sing the glorious day's renown,
When to battle fierce came forth
All the might of Denmark's crown,
And her arms along the deep proudly shone ;
By each gun the lighted brand
In a bold determined hand,
And the Prince of all the land
Led them on.

II.

Like leviathans afloat,
Lay their bulwarks on the brine ;
While the sign of battle flew
On the lofty British line :
It was ten of April morn by the chime :
As they drifted on their path,
There was silence deep as death ;
And the boldest held his breath,
For a time.

10

III.

But the might of England flushed
To anticipate the scene ;
And her van the fleeter rushed
O'er the deadly space between.

20

"Hearts of oak!" our captain cried, when each gun
From its adamant lips
Spread a death-shade round the ships,
Like a hurricane eclipse
Of the sun.

IV.

Again! again! again!
And the havoc did not slack,
Till a feeble cheer the Dane
To our cheering sent us back;—
Their shots along the deep slowly boom:—
Then ceased—and all is wail,
As they strike the shattered sail;
Or in conflagration pale
Light the gloom.

V.

Out spoke the victor then,
As he hailed them o'er the wave:
"Ye are brothers! ye are men!
And we conquer but to save:—
So peace instead of death let us bring;
But yield, proud foe, thy fleet
With the crews, at England's feet,
And make submission meet
To our King."

VI.

Then Denmark blessed our chief,
That he gave her wounds repose;
And the sounds of joy and grief
From her people wildly rose,
As death withdrew his shades from the day;
While the sun looked smiling bright
O'er a wide and woeful sight,
Where the fires of funeral light
Died away.

VII.

Now joy, Old England, raise !
For the tidings of thy might,
By the festal cities' blaze,
While the wine-cup shines in light ;
And yet amidst that joy and uproar,
Let us think of them that sleep 60
Full many a fathom deep
By thy wild and stormy steep,
Elsinore !

VIII.

Brave hearts ! to Britain's pride
Once so faithful and so true,
On the deck of fame that died
With the gallant good Riou :
Soft sigh the winds of heaven o'er their grave !
While the billow mournful rolls
And the mermaid's song condoles, 70
Singing glory to the souls
Of the brave !

NOTES.

Teachers will find that it will save much time and trouble, if they will begin by explaining question 1 page 82. The terms used will be found in the glossary.

I.

NELSON'S BOYHOOD.

8. 16. ~~flashed in the pan~~, missed fire. It was a flint-lock. The powder in the pan answers to our cap.

II.

BATTLE OF THE NILE.

10. 2. **Barrington**, in the West Indies in our war against our American Colonies aided by France and afterwards by Spain.

11. 1. **anchor by the stern**, not by the bows as is usual. This was to prevent the ships 'swinging' (see Glossary), and keep them in their places.

14. 2. **veered half a cable**, changed his position by letting out half the length of the hawser or cable (*i.e.* 100 yards).

19. 20. **earthquake**. Livy says that the Romans and Hannibal at the battle of Trasimene were *not* interrupted by an earthquake.

III.

COPENHAGEN.

With this piece should be read Campbell's famous poem, 'The Battle of the Baltic.' Appendix : p. 73.

28. 23. **Tycho Brahe**, a famous Danish astronomer (died 1601).

27. 26. **Elsineur** or **Elsinore**, the castle and palace of Shakespeare's *Hamlet*.

28. 23. **pompous circumstance**; taken from the famous line in Shakespeare's *Othello* (III. iii. 354):

"Pride, pomp, and circumstance of glorious war."

37. 27. **a quarter less five**, when the lead showed $4\frac{1}{2}$ fathoms, *i.e.* $30\frac{1}{2}$ feet.

37. 29. **shoaling their water**, getting into too shallow water.

40. 7. **thrown out**, the signal was made.

IV.

TRAFALGAR.

50. 17. **the Nelson touch**, Nelson's characteristic way of fighting. He says in one of his letters, "I am anxious to join, for it would add to my grief if any other man was to give them the Nelson touch, which *we* say is warranted never to fail."

51. 31. **the patriotic fund**, a fund to assist widows and children of killed or wounded.

52. 11. **repeating ships** see that the whole fleet is informed of the Admiral's orders.

53. 13. **weight of metal**, number and size of guns.

53. 17. **Tyrolese**; their revolt in 1809 was put down by the French. Napoleon had their patriot leader Hofer executed.

54. 5. **lee line**, etc., A → B ... C. If the wind is blowing from A, B is the weather line, C the lee line.

54. 29. **on the larbord tack**, sailing with the wind on the larbord, or left side, now called port.

57. 7. **last infirmity**; taken from Milton's *Lycidas*, line 70:

"Fame is the spur that the clear spirit doth raise
(That last infirmity of noble mind)
To scorn delights and live laborious days."

60. 16. **fore-brace bits**; bits are frames of wood: the fore-braces are ropes which work the fore-sail.

68. 17. **the upper works of both fell in so much**, the parts above the water sloped inwards from the perpendicular.

71. 23. Notice how much there is of our Authorised Version in this magnificent close—"My father, my father, the chariot of Israel and the horsemen thereof" and the 'mantle' of Elijah from *Kings* ii. 12; and 'shield' and 'strength' from the *Psalms*.

72. 3. **the old mythologist** or teller of sacred stories is Hesiod. The words freely translated mean, "Verily they are given the power of gods, by the will of high Zeus they dwell still among us on earth in nobleness, guardians of mortal men."

GLOSSARY.

(The first number gives the page, the second the line in which the word occurs.)

- Acceded** (36. 2), agreed.
Actuated (1. 22), caused to act.
Alleviate (63. 24), lighten.
Angular (8. 26), indirect.
Annihilating (51. 6), utterly destroying.
Apprehended (2. 26), thought.
Apprized (4. 18), informed.
Arduous (43. 3), difficult.
Articulation (68. 22), speech.
Arsenal (32. 16), place for storing arms.
Athwart (43. 12), across.
Athwart-hawse (16. 23), across the bows.
Austere (48. 24), stern.
- Bearing**, *noun* (35. 12), position.
Bearing, *pres. part.* (52. 20), steering.
Berth (63. 13), room in a ship.
Boating it (30. 26), going in a small boat.
Bomb-vessel (10. 15), used to throw a sort of shell.
Booms (60. 27), long spars which spread out sails.
Braces (12. 1), ropes for turning the yards.
Breast-work (44. 4), fortification.
Brig (12. 15), having two masts, square-rigged.
- Cable's length** (14. 2), 200 yards.
Candia (8. 25), now called Crete.
Carnage (42. 26), slaughter.
Cartel (21. 23), agreement for exchange of prisoners.
Cessation (48. 10), stopping.
Characteristic (18. 15), peculiar to one's self.
Chase (52. 13), pursuit of an enemy's ship.
Chasm (6. 17), crack.
Commissary (10. 3), officer who looks after the food.
Commodore (20. 1), commander of a squadron of ships.
Cockpit (17. 10), where the wounded are attended to: beneath lower gun-deck.
Co-instantaneous (19. 28), happening at the same moment.
Conference (47. 2), meeting.
Conflagration (19. 2), fire.
Cot (34. 9), bed.
Cylinder (20. 21), a roll.
- Decoy** (12. 15), entice.
Despatches (18. 10), letter from commander to the Government.
Disconcerted (38. 6), confused.
Dispositions (58. 1), arrangements for battle.

Domain (27. 15), estate.

Donor (24. 9), giver.

Double-headed shot (47. 14), a ball cut in two and joined together by a bar.

Effusion (17. 3), flow.

Elevated (38. 29), of high character.

Emergency (32. 28), unexpected difficulty.

Epaulette (62. 21), ornament on an officer's shoulder.

Erroneous (37. 30), mistaken.

Exempt (53. 30), free from.

Exhilarate (29. 5), encourage.

Fathom (15. 11), 6 feet.

Fore-castle (67. 27), short deck in the bows above the upper deck.

Fore-chains (67. 27), planks projecting from ship's side near the foremast.

Frigate (10. 14), ship of 20 to 50 guns, used for scouting, etc.

Frock (67. 8), long coat.

Frustrate (33. 9), defeat.

Furl (11. 31), take in sail.

Gallantry (48. 19), bravery.

Galleys (29. 23), flat-built, one-decked vessels.

Graceless (22. 3), sinful.

Hauled round (13. 12), came round.

Hazard (68. 24), risk.

Horizontal (15. 26), parallel with the horizon: level.

Hove (15. 12), *p.p.* of heave, to throw.

Hove-to (52. 21), *p.p.* of heave-to, to stop (intransitive).

Imminent (5. 20), threatening.

Impolitely (43. 6) unwisely.

Impracticable (30. 24), impossible.

Indelible (12. 8), not to be rubbed out.

Indiscriminately (33. 5), in confusion.

Ineffectually (65. 27), unsuccessfully.

Informal (45. 14), without ceremony.

Inter (23. 1), bury.

Intuitive (11. 9), having the power of rapid and correct decision.

Judicious (14. 22), skilful.

Langridge (17. 1), scrap-iron.

Larboard (16. 14), left side of a ship (looking towards the bows): now called port.

Leading (34. 4), favourable.

League (15. 7), 3 miles.

Lee, under the (55. 2), away from the wind.

Leeside (16. 8), side of the ship away from the wind.

Leeward (20. 23), away from the wind.

Legislature (70. 22), parliament.

Line, ship of the (10. 17), first class battle-ship.

Livre (9. 27), franc—rod.

Lugger (29. 21), a small vessel with 2 or 3 masts, and square sails on yards which hang obliquely to the mast.

Lure (12. 19), enticement.

Main-brace (41. 26), ropes used to move the yards.

Main-mast (13. 23), central and highest mast.

Main-royal (20. 13), highest sail on the main-mast.

Marine (51. 31), a soldier serving on board ship.

Master (35. 8), officer responsible for sailing and navigating a ship.

Mate (35. 10), an officer next to the master or captain.

Materially (8. 28), considerably.

Mizen-mast (13. 23), sternmost and lowest mast.

Mizen-peak (15. 27), end of the spar supporting the mizen-sail.

Mizen-top (67. 21), a platform surrounding the lower mast-head.

Momently (63. 18), at every moment (not now used).

Moor (9. 19), anchor.

Mortar (28. 21), a short cannon with wide bore, which discharges bombs.

Ominous (35. 13), threatening.

Pallet (63. 12), small bed.

Physical (5. 4), bodily.

Poignant (4. 26), cutting.

Pontoons (29. 23), large flat boats.

Poop (67. 10), deck which is highest and nearest the stern.

Port-fire (20. 12), tube filled with gun-powder, etc., to fire the guns.

Ports (19. 14), **port-holes** (44. 5), through which the guns fire.

Posthumous (70. 71), after death.

Practicability (34. 15), possibility.

Prediction (54. 2), prophecy.

Prematurely (71. 17), untimely.

Promptitude (36. 15), quickness.

Quarter (11. 17), a ship's side between the main-mast and the stern.

Quarter-deck (18. 22), above the upper deck, from the stern to the gangway: for the captain and officers.

Quarter-master (67. 6), one who attends to the helm, signals, etc.

Radeaus (29. 23), rafts.

Rake (16. 14), to fire through a ship lengthways *e.g.* from stem to stern.

Retributive (48. 22), punishing.

Road (10. 2), roadstead: where ships can anchor.

Rove (63. 3), *p.p.* of reave, to pass a rope through a block.

Scoop (51. 3), opportunity for action.

Shoal (9. 23), shallow water.

Shoal to (37. 61), grow shallow.

Shrouds (20. 17), ropes which support the mast.

Sloop (35. 4), a vessel, one masted and cutter rigged.

Sloop (of war) (35. 4), a small vessel of various rig with from 10 to 20 guns.

Soundings (30. 25), attempts to discover the depth of the water.

Spithead (57. 25), roadstead between Portsmouth and the Isle of Wight.

Stage (4. 9), stage-coach.

Stand, verb (21. 12), sail.

Starboard (11. 28), right side of a ship (looking towards the bows).

Stern-chasers (44. 8), guns in the stern to fire at pursuing vessels.

Stowed (24. 8), put away.

Straitened (1. 19), poor.

Strike (11. 11), haul down flag: surrender.

Studding-sails (60. 27), light sails spread beyond the principal sails.

Subserviency (43. 6), servility.

Superficial (18. 5), slight, trifling

Swing (11. 12) (of a ship at anchor), to move with the wind or tide.

Tack (54. 30), to change the course of a ship by shifting her sails.

Tactics (11. 1), method of fighting a battle.

Telegraphed (52. 27), signalled.

Three-decker (10. 21), with three decks for guns.

Tier (61. 24), row of casks or packages.

Tiller (61. 8), rudder.

Top (62. 18), a sort of platform surrounding the masthead.

Top-gallant sails (28. 25), sails above the top-sails.

Top-sails (28. 25), the sails next above the 'courses' (*i.e.* the fore-sail, main-sail, and mizen).

Translation (71. 24), removal from earth.

Transport (11. 20), joy.

Two-deckers (51. 14), with two decks for guns.

Untoward (38. 6), unfortunate.

Vall (28. 8), lower.

Van (11. 30), front of a fleet.

Veer (14. 2), change direction.

Verified (54. 2), proved to be true.

Vivacity (69. 4), eagerness.

Weal (56. 28), safety.

Weather (36. 9), to pass on the windward side of.

Weigh (31. 29), weigh anchor, set sail.

Windward, to (55. 12), towards the wind.

Wore (53. 3), *p.p.* of wear, to change a ship's course by turning her stern to windward.

QUESTIONS.

1. Explain by means of drawings or diagrams the following terms and phrases :

- (a) N.N.E., due South, S.S.W., two points more to the North.
- (b) Windward, leeward, weather-side, lee-side, weather-bow, lee-bow, we have the enemy on our lee, to weather, before the wind.
- (c) Stern, bow, starboard, larboard (port), quarter.
- (d) Starboard tack, larboard (port) tack, to tack, to go about, to wear.
- (e) Fore-mast, main-mast, mizen-mast.
- (f) Yard, yard-arm, top, main-sail, main top-sail, main-top-gallant-sail, main-royal, studding-sails.

2. In what way did Nelson in his boyhood show promise of his future greatness ?

3. Would you like (a) to go to sea when aged twelve years and two months ; (b) to go on an Arctic expedition ? Give reasons for your answer.

4. Describe in your own words the explosion of the *Orient*.

5. Show why the victory of the Nile was of such great importance.

6. Make a map of the Baltic, inserting the names (and no others) mentioned in the text.

7. What is meant by the phrase, "Fearlessness in accepting responsibility" ? Show the importance of this quality. On what occasions did Nelson display it ?

8. Describe how Nelson displayed his great qualities when wounded.

9. Nelson considered that to be in a great naval battle was to be "in the full tide of happiness." Illustrate this from your text.

10. Would you like to be a sailor ? Would you like to have served under Nelson ? Give your reasons.

